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This year, 1960, has been the 50th Anniversary year of the Royal Canadian Navy. Special ceremonies have marked this anniversary as Canadians have paid tribute to the devotion to duty of our Senior Service throughout the years, while remembering especially the effective, and often heroic, part it has played in two world wars.

In this issue, Lieutenant R. C. Wallace, R.C.N., writes of The Navy and Halifax, an association we are proud to record in the pages of the *Canadian Geographical Journal*.

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This past year has been one of growth for the Society, as we record an increase of 18% in our membership from January to the end of November. We hope that our new members are enjoying the *Canadian Geographical Journal* and we send to all members old and new our best wishes for Christmas and the New Year.

Non-members are invited to apply for membership or for further information. We would welcome you into the Society.

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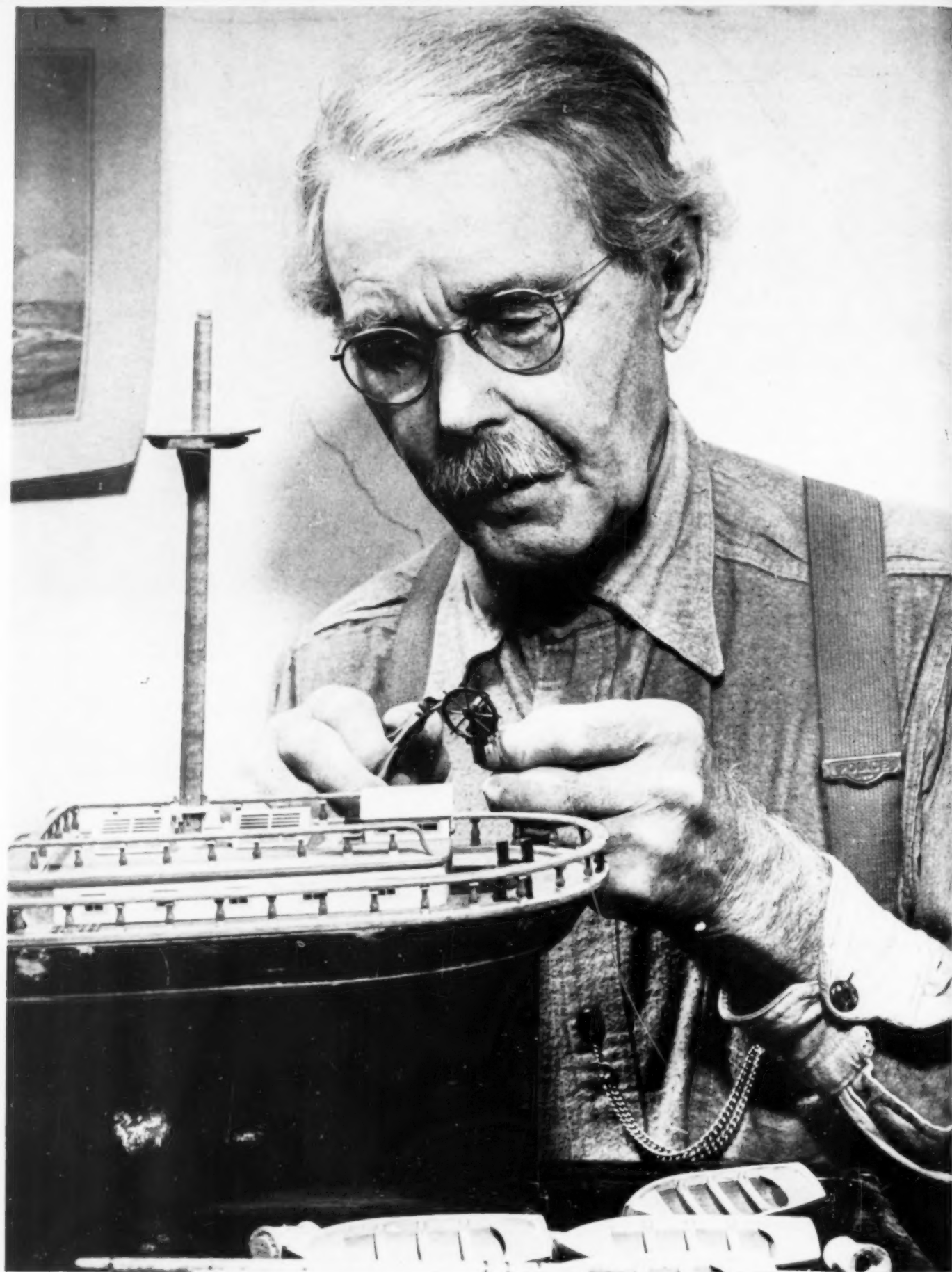
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Fred McRoberts, a skilled craftsman of St. Andrews, New Brunswick, constructs an intricate model of a ship.
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As one of its major activities in carrying out its purpose, the Society publishes a monthly magazine, the Canadian Geographical Journal, which is devoted to every phase of geography — historical, physical and economic — of Canada, of the British Commonwealth and of the other parts of the world. It is the intention to publish articles in this magazine that will be popular in character, easily read, well illustrated, and informative.

The Canadian Geographical Journal will be sent to each member of the Society in good standing. Membership in the Society is open to any one interested in geographical matters. The annual fee for membership is five dollars (Canadian currency).

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Editor - WILLIAM J. MEGILL

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The Navy and Halifax

by HOWARD C. WALLACE

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HALIFAX, Nova Scotia", recalls to many Canadians that once-familiar label, "an east coast Canadian port", which Second World War censors devised to cloak shipping movements. Many also know that it has one of the finest natural harbours in the world. Others, possessing a smattering of its naval history, realize it was a relative late-comer but a vital one in the history of Canadian colonization.

Actually, the French got there first. Had events of those days been just a little different, it might have been a French bastion and the history of Canada might have taken a different turn. These and other reasons make the whys and wherefores of Halifax a splendid story.

The early colonization efforts of the French in Acadie, as much of the Maritime country was known, were modest—some fishing, some trading, some farming in the rare fertile areas. The coastal settlements were located in small harbours with narrow entrances so that they could be easily defended. The major efforts of the English were devoted to colonies further south on the American coast but there were fishermen and a few traders trying to get a foothold on Acadian shores, or at least a free run of the fishing banks.

These scattered efforts at colonization were one reason why the colonization of "Che-book-took", or Halifax, came later in history than other Canadian colonial ventures. The Micmac name, Che-book-took, meaning "the great long harbour", was altered to Chebucto by the white man.

Samuel de Champlain, seeking a place to make a permanent settlement, passed Chebucto by in 1604, merely noting it as a "good safe bay". He took his people around to the other side of the peninsula of mainland Nova Scotia and established Port Royal in what is now Annapolis Basin.

The Micmacs normally summered at Chebucto and other coastal spots. French traders and fishermen eventually found them on the big island (now McNab Island) in Chebucto harbour and converted them. It wasn't until

1698 that there is record of the coming of the first Britishers. One of their ships traded with Indians at Cap Sambre (now Sambro), close by the wide approach to Chebucto harbour. It was soon ordered off by the French, who were established in a fishing station on McNab Island in the outer harbour.

Port Royal fell to the British in 1707. The latter established themselves in a garrison a few miles away, naming it, the valley and basin Annapolis. The French, determined to hang onto their Acadian possessions, entertained their first serious thoughts about Chebucto. The Port Royal engineer, DeLabat, went there in 1711 and drew up plans for an elaborately fortified settlement. His ideas were sound enough, but they came to naught, for by the Treaty of Utrecht (1713), France surrendered the mainland of Nova Scotia to the British. But interest in Acadie was anything but diminished, so the plans for the great fortification were transferred to the little harbour of Louisbourg on Cape Breton Island. No expense was spared in preparing the mighty bastion.

From Quebec, the French were able to dominate the St. Lawrence River, politically and strategically. From seemingly impregnable Louisbourg, they exerted an equal influence over the Gulf of St. Lawrence and Atlantic coastal region. Their ships harassed the ocean traffic between Great Britain and the flourishing colonies along the American seaboard. This and repeated raids on English settlements drove the New Englanders to desperation. They gathered a rather motley force under Sir William Pepperell and, assisted by the British squadron from the Leeward Islands, launched a daring attack on Louisbourg in the summer of 1745. At this time Louisbourg was not strongly garrisoned, and surrendered without much resistance.

At the same time in Britain, "Bonnie Prince Charlie"* and his highland army were sweeping down to London from the North. The French gathered a great armada at Brest which was to invade England and aid this opportune uprising. However, in April, 1746,

*Prince Charles Edward Stuart, claimant to the English throne.

Prince Charles was broken at Culloden, and his cause apparently lost. The court of France looked to the New World instead. The armada set sail under the Duc D'Anville in May, 1746, not to succour the Stuart, but to retrieve Acadie. At Chebucto it would meet a squadron from the West Indies and go on to retake Louisbourg, seize Annapolis and then destroy Boston.

D'Anville's force included 37 warships and 34 transports manned by 6,790 sailors and with 3,150 soldiers embarked. There was almost mutiny when they discovered at sea that they were not to invade England but were to begin that long and hazardous voyage across the ocean to a virtual wilderness. Violent storms beset them en route so that it took them the entire summer to reach Sable Island. The autumn gales which raged along the Atlantic seaboard were upon them by this time so that only half the fleet came on to Chebucto, badly battered and rife with scurvy and typhus. The ships sought shelter in the innermost basin of Chebucto. There the soldiers and sailors continued to die in tragic numbers.

It is estimated that altogether 2,400 perished; of this number disease took 1,135 at Halifax. The West Indies force meanwhile had come and gone, despairing of the arrival of the promised armada. Bones of soldiers and sailors litter the bottom of the basin and the wooded shores. Micmacs picked up the maladies and took them inland so that three-quarters of their numbers in western Nova Scotia perished.

An attempt was made to salvage some gain from this chaos. Ill-manned and tattered, 42 ships were sailed from Chebucto on October 13, 1746, with the hollow hope of at least wresting Annapolis from British hands. Fate and the elements were not through yet. Off Cape Sable, a great storm scattered forever the enfeebled force.

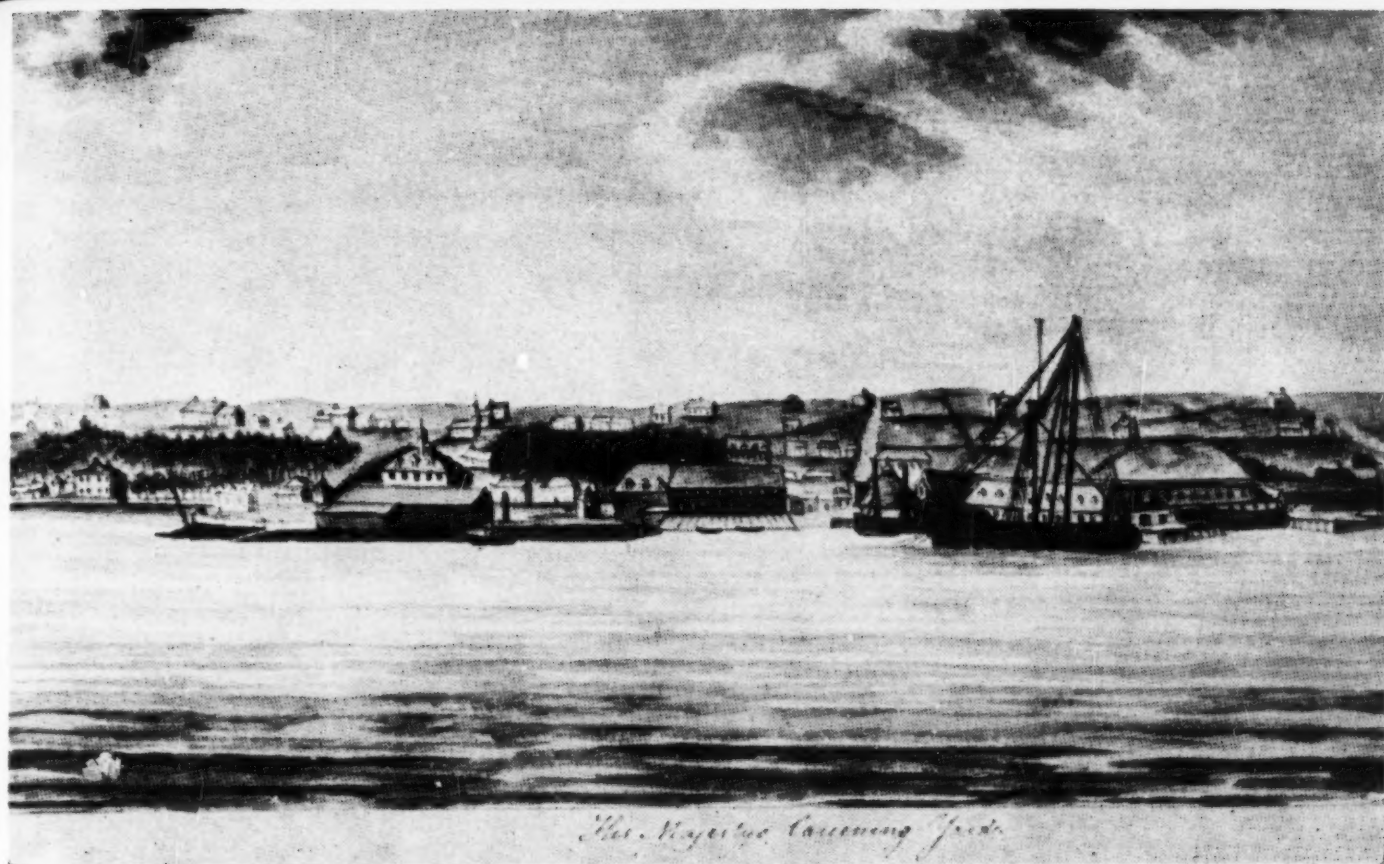
It was a dreadful blow to French fortunes in America, rendered all the more futile by terms the British proposed to France in the ensuing Treaty of Aix-la-Chapelle. The French expedition to retake Louisbourg and ravage British colonies was perhaps the most tragic misfortune in the settlement of America; yet, the French had done very well indeed elsewhere, particularly on the battlefields in

Europe and in India. The British were having their domestic troubles as well, so that Louisbourg became a trump card in the treaty offers they planned. At the critical moment in the negotiations the English made their dumbfounding proposal—the return of Louisbourg, in good repair and with cannon and powder, to France.

The treaty was concluded with alacrity on April 18, 1748. It satisfied certain home issues but betrayed the fast-expanding British colonists in America. The howls of these colonies produced a goodly echo in England, too, where remarks were bitter, even venomous. New Englanders had been sorely harassed by Louisbourg in French hands. They had laid down their lives to erase this grave danger. Even without Louisbourg, the French and their close allies among the Indians were a definite menace to the few Britishers in Acadia. Now this precious bastion was to be handed back, in the best of repair, to the enemy! William Shirley, Governor of Massachusetts, demanded that the home government establish a proper fortress at Chebucto to offset the dreaded resurgence of French power from Cape Breton. He further demanded that a colony be started under the protective wing of such a British bastion, things which English army and naval officers in the New World had been vainly advocating for a generation.

The home government, to pacify the colonies and to still the clamour at home, set about to do this. In 1749, Colonel the Honourable Edward Cornwallis was dispatched with 2,576 settlers to establish Halifax. Louisbourg was turned over to the French. The redcoats then returned to Halifax, where Cornwallis had arrived in June, to form its garrison.

Considerable sums of money were expended on Halifax so it could take root in the stony soil of Chebucto. At first it was more of a sop to New England than anything else, but the renewal of war in 1755 brought a drastic change. Every effort was now directed to make it an effective counter to Louisbourg and a base for operations against the French generally. Louisbourg would have to be overcome; Halifax then could be used to advance English domination of the St. Lawrence, and finally Quebec. The final great struggle be-



A sketch of the careening yard at Halifax in 1786, taken from the log book of HMS Pegasus, commanded by Captain H.R.H. Prince William Henry, later King William IV.

Maritime Museum of Canada

tween the two colonizing powers was rapidly taking shape.

In 1751, only two years after its founding, shipbuilding began on a modest scale in Halifax. The navy was not much in evidence at first, compared to French forces, a fact which prompted Cornwallis to form a provincial marine for seaward defence. However, in 1755, the first of the senior naval incumbents arrived. He was the Honourable Edward Boscawen, Vice-Admiral of the Blue, responsible for all naval activities in North America. By the summer of 1757, British men of war on the North American station were using the excellent anchorage of Bedford Basin and in that year some waterfront facilities were arranged, chiefly rental of wharves, for a fleet being gathered to attack Louisbourg.

The first serious assault on Louisbourg, that fall, was forestalled by a hurricane which badly damaged many ships of the British fleet. The worst damaged promptly set sail for home but nine were ordered to remain in Halifax and effect repairs from whatever resources they could find. The idea was fruitful to a gratifying extent and affairs were

progressed towards setting up permanent facilities.

Louisbourg was overcome in 1758. At Halifax, negotiations were begun with Governor Lawrence for two parcels of land totalling seven acres on which to lay out a proper naval yard. On February 7, 1759, deeds for the original parcel were handed over to naval authorities. (The area lies close by the Halifax end of today's harbour bridge. After two centuries of continuous operation, it is the oldest dockyard in North America.)

Halifax, selected mainly in the strategical sense, fulfilled her function to a remarkable degree. In her first 66 years of existence, she was involved in wars for a total of 44 years. Yet her various fortifications have never been fired on in anger. Her main harbour—four miles long and 1,600 yards wide—gradually was lined with docks and piers. Through the narrow northward passage lies Bedford Basin, in which it has been said that all the ships of the British navy at its mightiest could anchor, with room to spare. Experienced mariners concede that only the great port of Sydney, Australia, has more to



Halifax Harbour, looking seaward from near the site of Admiralty House above the town. After the aquatint by G. J. Parkyns, about 1800.

offer in the way of natural advantages and shelter.

But, at the beginning, Halifax was only a collection of huts sloping up the hill a bit from the waterfront. Across the harbour, Dartmouth was merely the site of a water lot for the navy and a frontier village which, it was eventually discovered, lay right on the secret corridor Indians used when mounting surprise attacks from inland.

However, there was a natural abundance of the basic materials for ship husbandry. The winter lay-over of the warships in the Louisbourg expedition proved this with certainty. There was timber for masts and spars, tar and pitch for caulking material, and turpentine. A naval storekeeper had been set up, at least in the summer months, in 1755. Admiral Boscawen, in addition to preparing land and structures for a dockyard, brought a number of skilled men from the Old Country to form a nucleus of experienced workmen.

The east coast port played its role in the outcome of the Seven Years' War, by which Canada became a British colony. As the focal point from which attacks were launched on French possessions, Halifax was organized and improved rapidly to meet the demands of a fleet, all of whose ships required repairs and provisions to a greater or lesser degree. Masts were shaped and stepped for those broken

away in gales or battles. Worn spars and rigging were replaced, rent sails were spread and mended by the needles of skilled sail-makers. There were shipwrights everywhere, storekeepers, clerks, coopers, riggers, breamers, and so on. A perpetual din came from forges where iron fastenings and fittings were manufactured or repaired. The major undertaking was the "careening" of a ship. Vessels were brought alongside special wharves where they were tilted first on one side, then the other. Large accumulations of barnacles and marine growth were scraped away, the heavy planks recaulked, others replaced, and the bottoms painted.

The fall of Quebec, in 1759, resulted in increasing the tide of immigration from New England to Nova Scotia, since the war with France was now remote. This influx of hard-headed Yankee businessmen kept the economy going.

The dockyard at Halifax underwent major expansion in 1769, and five years later it was fortified.

In 1770, the headquarters of the North American naval station was changed from Halifax to Boston, but in 1776, Boston was abandoned for Halifax again, a deception planned to off-balance the rebellious Thirteen Colonies. The British were sending reinforcements and it was intended to descend

in great force from Halifax to New York and to Philadelphia, the home of the American Congress. Hordes of Loyalist refugees, some in extremities of distress, flocked there for protection. So over-run was the base that they dubbed it "Nova Scarcity" and longed for the day they could return to their former homes.

Opportunists clustered at Halifax, too, and war profiteering was rife in an environment of pretentious houses, tented squalor and myriad taverns. Fleets returned often from the campaign, so the dockyard was a din of repair activity. Press gangs made bold forays and it was a nimble native who kept a jump ahead of them. The press gangs were undeterred by the abuse and slops hurled on them from upstairs living quarters and they barged, wielding staves, into every brawl to weed out "recruits". Sometimes the process was carried out over several days and pursuit of clerks penetrated even the mercantile establishments where they sought refuge. Naturally, the local authorities were distressed

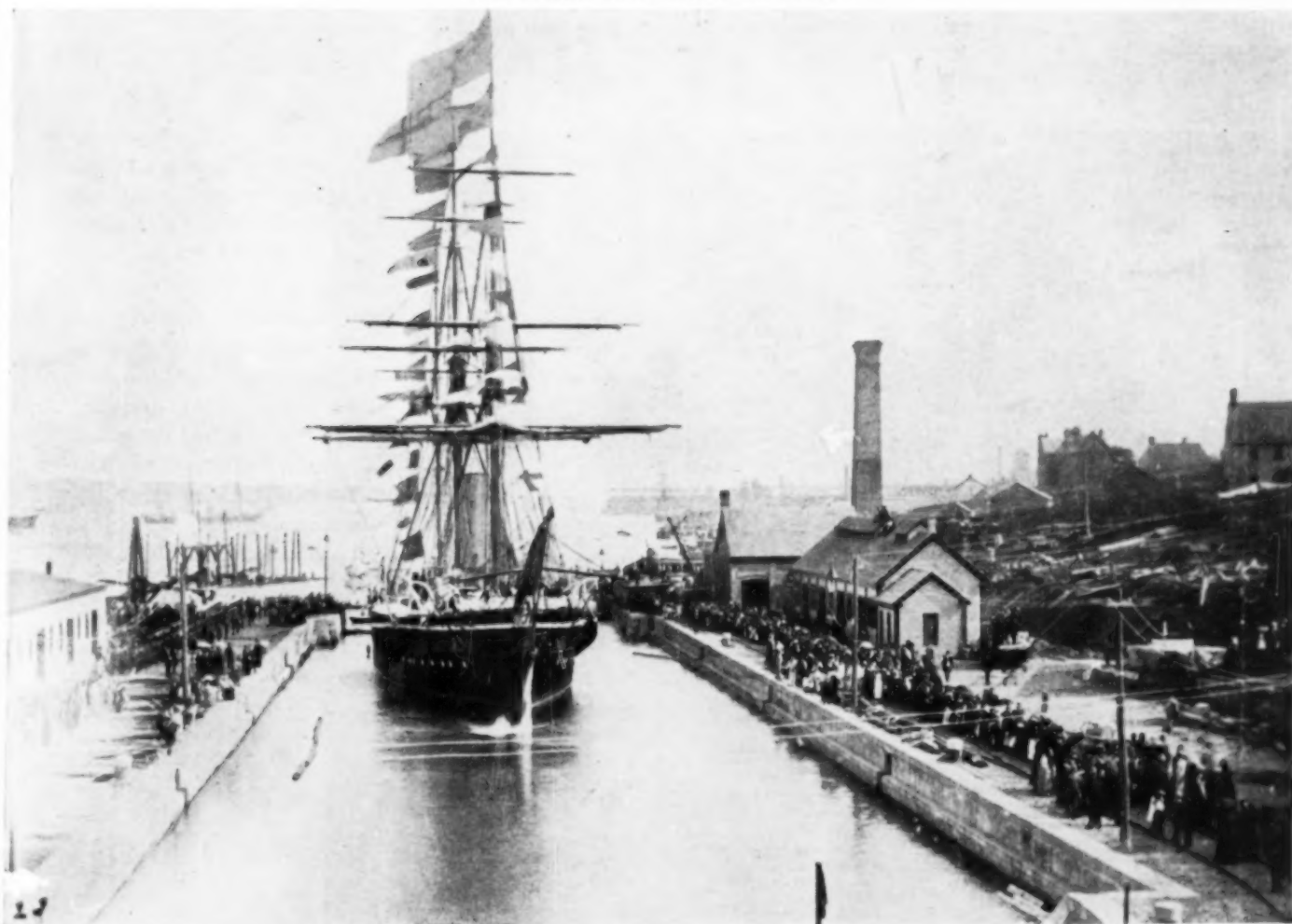
but Halifax was regarded by home authorities as strictly a military operation so pleas fell upon unsympathetic ears.

Life in the town was lusty and, in the usual sense, lawless. But discipline in the forces was harsh. Floggings were frequent on board the ships and it was not unusual for a man to be drummed through the entire fleet. Sailors hung from the yardarm, and soldiers dangling from gibbets ashore were a common enough sight.

On the other end of the social scale, there were balls and numerous other glittering social functions. Ironically, some of the war profits were soon siphoned off through marriage. Eligible daughters were wed to gallants of good birth but the enticing dowries disappeared with the couples who seldom lingered long in Halifax once war was done.

After the American War of Independence, the port became the principal British naval base of continental North America. There were floods of refugees as a result of the war but eventually they settled elsewhere, leaving

HMS Canada entering the Halifax Graving Dock on its opening by Vice-Admiral George Watson (later Sir George) on 20 September 1889.



behind a desolation of shacks and lean-to dwellings as proof of their miserable tenure. Halifax was used as a base for British interests in the western Atlantic during the French Revolution, and the Napoleonic wars which followed brought a large measure of war machinery into existence again. Bluenose privateers extended their traditionally lucrative activities to the West Indies and along the Spanish Main. Ships with lovely, foreign names were brought into port and divested of their riches.

The press gangs were so rampant in 1798 that the Judge of Admiralty in Halifax called nine Royal Navy captains before him for severe censure of their persistent flouting of the law. The captains made representations to the home government to have him removed but he rode out the storm. In the following year, there was the first attempt to sabotage the dockyard. Persons unknown tried to burn down yard structures, the government house and other public buildings, without success.

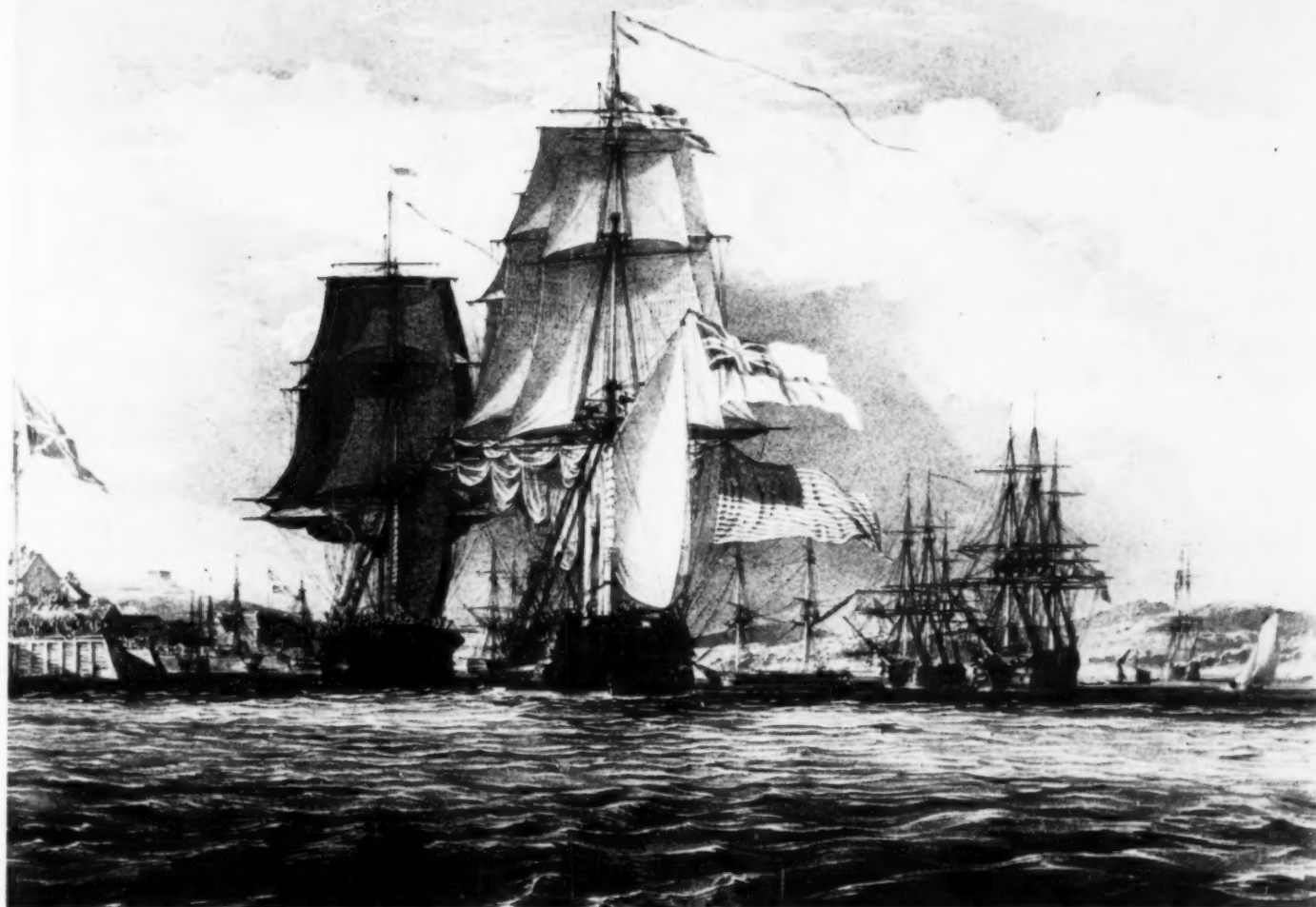
The Royal Navy ruthlessly pressed for men, not only ashore. Men in coastal traders and fishing vessels were snatched away. Ships of the new United States of America were boarded and their crews depleted on the

pretext that there were escaped British sailors among them. Ashore in Halifax, thieves, loiterers, in short, the undesirable element, proved too crafty to be caught. Instead, the press gangs fell upon the young fishermen and the country boys in town for a lark, the clerks and other unwary young men. Intercession with authority restored some men with influence to town life but most of those who were nabbed lived the rest of their foreshortened lives in the crowded, disease-ridden men of war, far from home. Impressment was one of the reasons why America and Britain eventually went to war.

The War of 1812-14 was fought at sea, at least initially, by a British navy manned by impressed sailors smarting under harsh discipline in ships that were usually old and whose armament was obsolete. The Americans, by contrast, were free men, sailing newer ships with better cannon. For Halifax, the creed of British invincibility on the seas was shaken by the Yankee successes. However, there was one glorious sea victory told and retold. HMS *Shannon*, whose guns' crews were drilled to perfection, challenged the frigate *Chesapeake* at Boston to come out and fight. The townsfolk flocked to the heights and



Garden parties given by the Royal Navy at Admiralty House were always an event to local society. From a photograph taken during the latter part of the 1890's.



HMS Shannon leading her prize, the American frigate Chesapeake into Halifax Harbour, 6 June 1813.

shores to watch the contest. The American frigate was forced to strike her colours in a brilliant, bloody action lasting only 11 minutes. The victorious *Shannon*, with the vanquished *Chesapeake* close astern, sailed into Halifax to a stirring welcome on June 6, 1813. In command was a junior lieutenant who had succeeded to command through battle casualties among his superiors, a native son, Provo William Parry Wallis, who later became Admiral of the Fleet. The *Shannon-Chesapeake* battle gave the U.S. Navy its motto. Brave Captain Lawrence of the *Chesapeake*, vainly cried: "Don't Give Up The Ship" and his plea has become immortal.

At the height of that war, about 1600 were employed in the Halifax dockyard. But in the peace that followed, the axe fell. In 1819, Halifax was reduced to the status of a summer station; squadron headquarters were moved to Bermuda. In connection with this

move there is a persistent legend. It is said that the senior naval officer kept prize Berkshire boars behind his residence. Their presence provoked the Admiral's neighbours to bitter protest. He was obliged to dispose of his beloved boars and, in revenge, exerted sufficient pressure in England to have the station moved.

There was a decline, of course, but this was arrested in later years by new construction, since Halifax now was recognized not only as an important communications link with other parts of the growing British Empire, but developments in America made it expedient for the British to have a strong base on the western Atlantic. The American Civil War of 1861-65 was such a situation. It produced quite an adventure for Halifax in 1864. The Confederate raider *Tallahassee* took temporary refuge in port. Two pursuing Union cruisers lay in wait off Chebucto Head



The first ship of the Royal Canadian Navy to arrive on the Canadian coast, HMCS Niobe, who entered Halifax on 21 October 1910.



Some members of the first Canadian crew of the Niobe.

for her required departure. Using a local pilot, the *Tallahassee* crept by night through the tortuous Eastern Passage out of the harbour and made her escape. The ship was preceded by a boat which took soundings and the great engines were started and stopped many times before the passage was negotiated. Hitherto only small vessels had ever attempted the shallow, reef-strewn route. Of course, the seafaring town loved it!

A notable addition to dockyard facilities was a drydock the Royal Navy constructed at Halifax in 1889. The 568-foot dock lies close by the yard, in what is now DOSCO Halifax Shipyards Limited. But a summer station the port remained until the total withdrawal of the Royal Navy and Imperial Army in 1905.

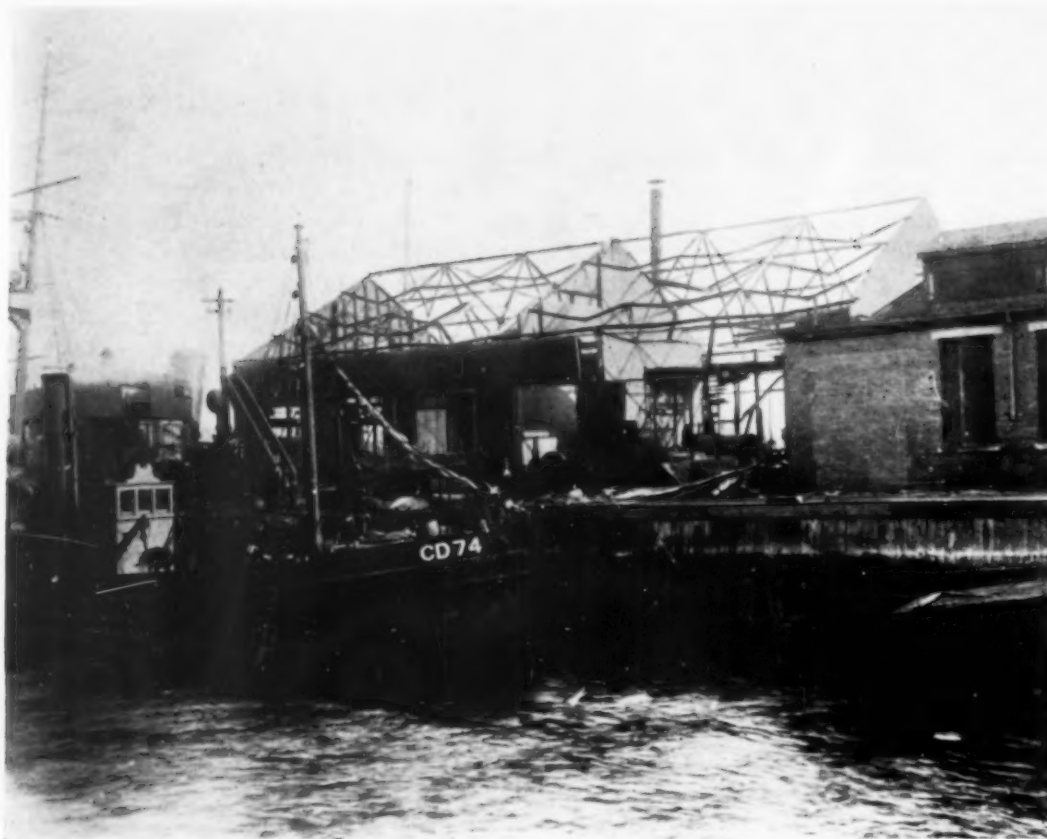
The dockyard was passed over to the Canadian government. As yet there was no Canadian navy. The yard had a naval hospital, victualling stores, coal sheds, workshops, smithy, three slipways, some residences and 75 other buildings. Royal Assent was given the Naval Service Act on May 4, 1910, but it was not until that fall that much happened in Halifax. In October, the Atlantic Command was established with headquarters there. It took over the dockyard and, on Trafalgar Day (October 21st) Her Majesty's

Canadian Ship *Niobe* (a cruiser), arrived from the United Kingdom. A lighter cruiser, the *Rainbow*, went to the West Coast. The Navy became a political football and grew no bigger than the two ships, but in January, 1911, the Royal Naval College of Canada was established at Halifax in the former hospital building.

World War I broke out in August, 1914, and the *Niobe* sailed for Newfoundland to pick up colonial reserves, and then was to blockade German ships caught in New York. The Royal Navy returned in force, making Halifax the American headquarters. Most of the Canadian troops passed through this port. The Canadian naval forces expanded in the war from 800 to 9,600. Many Canadians served with Royal Navy ships overseas, but the Royal Canadian Navy acquired a variety of vessels from government and private sources and armed them for war. Thirty-six trawlers and 100 drifters were built for the Navy. Many were fitted with small, quick-firing guns and formed into Canada's first anti-submarine force. By the end of the war the East Coast Patrols had 116 vessels guarding the coast and Gulf of St. Lawrence. A large but unknown number of Canadians enlisted and served in the Royal Navy. Allied cruisers and battleships were a common sight

The instructional staff of HMCS *Niobe* on her commissioning in 1910. The officers are, left to right; Mr. Kenelm D. Bell, Surgeon, Physical Training Officer; Lieutenant Charles E. Aglionby, Torpedo Officer; and Lieutenant Henry L. Street, Gunnery Officer. The straw sennet hat was worn on occasions of ceremony and in tropical climates until 1921.





Some of the damage resulting from the famous explosion of 1917. The building was the torpedo shop in HMC Dockyard. A Canadian drift-er lies alongside.

in Halifax, the western anchor for convoys to the United Kingdom. The merchantmen gathered in Bedford Basin and sailed at eight-day intervals.

A third of the port was wiped out by a giant explosion on December 6, 1917. Windows were broken 60 miles away in Truro by the blast. The Norwegian vessel *Imo*, with a Belgian relief cargo on board, sailed from the Basin through the narrows and there collided with the inbound French munitions ship *Mont Blanc*. The Frenchman caught fire and the explosion killed 1,630 people, wounded several thousand, and leveled the north end of the city. Naval casualties were quite light, some two-score — although seven volunteers from the *Niobe* were blown sky high just as they had reached the *Mont Blanc* to scuttle her, and a party from HMS *Highflyer* was on board at the time. A severe blizzard fell upon the city next day, causing intense suffering in the tents and windowless dwellings. Property damage amounted to \$35,000,000.

Following the Armistice in 1918 and the return of the troops from overseas, the dockyard dwindled to a point where only a skeleton staff maintained it. The lowest ebb in the fortunes of the Royal Canadian Navy occurred in the early twenties. The naval college

at Esquimalt was forced to close down but at least the volunteer reserve was formed across country. Six years later there was a slight pickup, with the addition of the destroyers *Champlain* and *Vancouver* to the tiny Navy.

In the thirties, a modest build-up began. On September 1, 1939, the naval forces of Canada were placed on active service. There were a half dozen destroyers, another almost ready, and five minesweepers. On the 16th of that same month, the first convoy, HX-1, was sailed from Halifax for the United Kingdom, the Canadian destroyers *St. Laurent* and *Saguenay* providing local escort. The first troop convoy departed that December.

The Navy expanded at a phenomenal rate and by the war's close, 100,000 men and women had worn proudly the navy blue uniform of the Royal Canadian Navy. In 1939, many old structures in the dockyard were razed and, almost overnight, the phoenix of a new, bigger yard arose from the rubble of the old. Boundaries were extended north and south to embrace 37 acres of land, but they could stretch no more. The shore activities, largely contained in the yard area since 1759, overflowed to the other side of the harbour. More property was acquired on the hill overlooking the yard, downtown, on the outskirts of the city,

in the town of Dartmouth, at various provincial points, and elsewhere in the Maritimes. The fleet mushroomed to meet ever-increasing commitments in Canadian waters, on the broad ocean and in other theatres. Eventually, the Navy had 392 offensively-armed ships and 95,000 officers, men and women. Canada had become the third largest allied naval power.

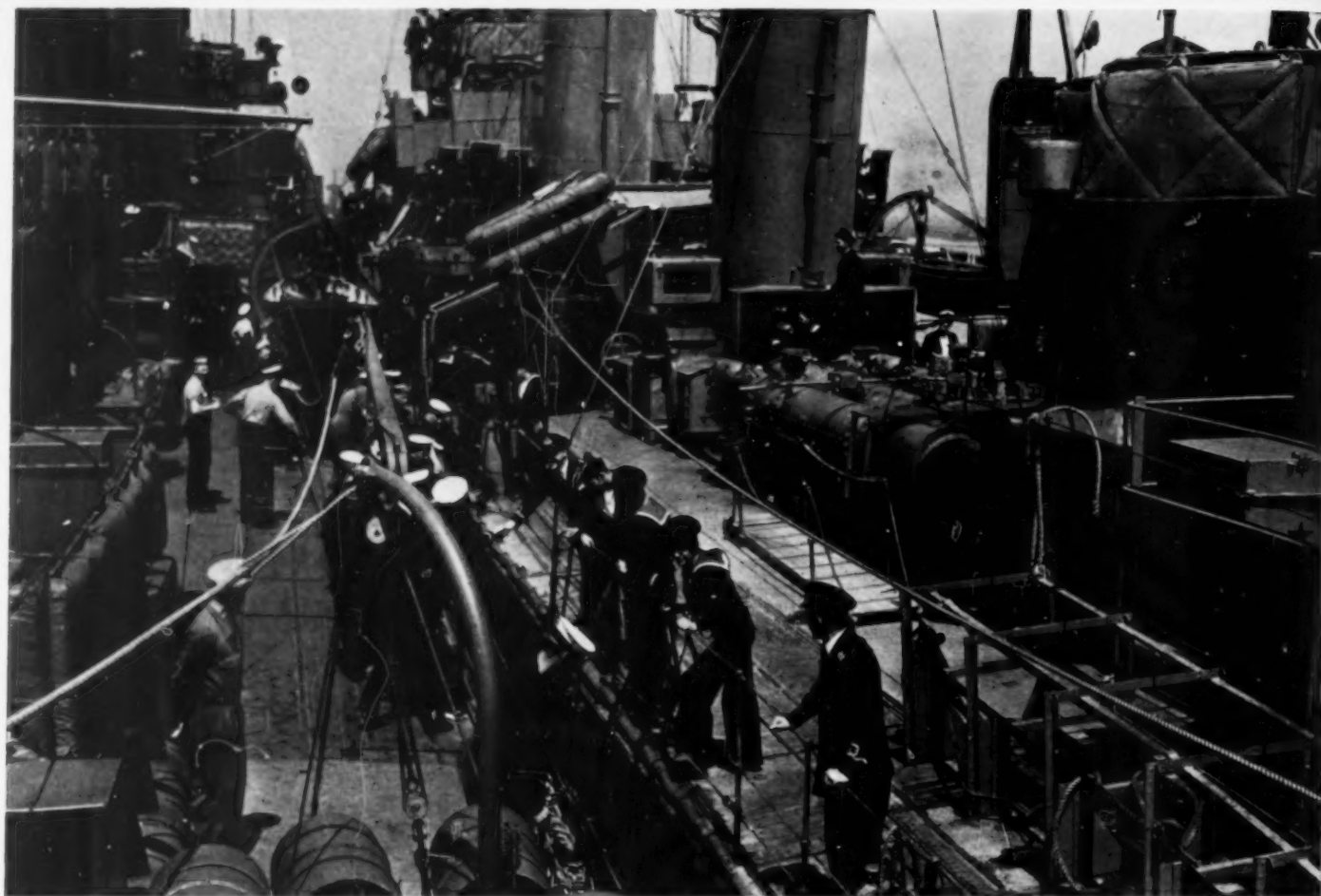
Halifax repaired 7,000 vessels damaged in the Battle of the Atlantic. In addition to the dockyard expansion, the shipyards took charge of a new government floating drydock of 25,000 tons capacity. The Dartmouth marine slips handled ships of 3,000 tons or less and there were marine railways and the like to process the crippled vessels, some of which were torpedoed just outside the port. More than 30,000 ships sailed in convoy to or from

Halifax during the war years. In 1944, HXS-300, largest trade convoy ever to sail the Atlantic ocean, arrived safely at its destination. To the New York contribution of 109 ships were added 31 from Halifax, 24 from Sydney, Nova Scotia, and three from St. John's, Newfoundland. In 19 columns covering more than 30 square miles of ocean, the ships carried 1,019,829 tons of cargo safely to the United Kingdom, escorted by ships of the Royal Canadian Navy.

At the height of the war effort, Halifax, to a new arrival, presented an amazing sight: a steady stream of shipping going in and out of harbour; scores of warships of all descriptions berthed at jetties and anchorages; piers crowded with merchant vessels loading with everything from flour to airplanes; great ocean liners embarking troops for overseas.

A familiar sight to anyone in Halifax during the Second World War. Merchantmen gather in Bedford Basin before forming up into a convoy for an Atlantic crossing.





A destroyer puts out to sea during the Second World War. Members of the crew give last-minute farewells to friends on a ship alongside.

The parade square of HMCS Stadacona then in the present Flag Officer's building in the dockyard in 1942. The ships in the nearer berth consist of a mine-layer, two minesweepers, and two corvettes. In the farther berth are HMCS Ottawa (sunk 14 September 1942) and two destroyers acquired from the U.S. Navy in 1940.



The city itself was crowded with servicemen, nearly 40,000 of them, plus an average of 10,000 merchant seamen. Of the 80,000 civilians, many were in war work of some sort. Halifax indeed knew there was a war on.

Not a shot has ever been fired on the port, though there were periodic alarms and excursions. In June, 1943, the Germans sowed new, magnetic mines at the mouth of the harbour. The port was closed for a couple of days while the mines were swept and rendered safe by resourceful naval experts. The war in Europe over, another explosion occurred in Halifax, although it was a candle compared to the 1917 disaster. On July 18, 1945, ammunition blew up at the magazine jetty in Bedford Basin, shaking the whole metropolitan area. Exposed dumps of ammunition, unloaded from ships following the German surrender, caught fire and for 24 hours or so, Halifax reverberated to explosions. Half the population of the city was evacuated before naval volunteers extinguished the fire. Damages paid by the federal Government approached \$4,000,000.

The shipyards meanwhile had four destroyers of the Tribal class under construction. They were introduced in the immediate post-war years to a fleet which one Chief of the Naval Staff said had been demobilized "with indecent haste". At that time they were the largest warships to have been built in Canada. The peace was uneasy, so Halifax endured the briefest of doldrums. Soon came the Korean conflict, which commanded the attention of the Navy on both coasts, and the Suez crisis, in which Halifax played its part. These and other world tensions were reflected in the creation of the largest peacetime force in the history of the Navy, 20,000 officers and men. The dockyard, once again, was revitalized. Canadian shipyards were not only building modern warships but were taking on major refits of those already in commission, as they had done in the previous world wars. Construction of modern warships continues in the face of one of the gravest threats that Canada has ever had — the lurking submarine whose guided, nuclear-tipped missiles can penetrate right to the industrial heart of the nation.

Today, naval installations supporting air, surface and underwater warfare on the ocean

ring this historic port. Forty-four of the Navy's current 62 commissioned ships are concentrated here, backed up by 100 auxiliary vessels. Six squadrons of naval aircraft operate from the Royal Canadian Navy Air Station, Shearwater, Nova Scotia, the largest shore establishment of the Navy. Some of the aircraft fly also from the deck of HMCS *Bonaventure*, the Halifax-based aircraft carrier. Ten thousand naval personnel and more than 5,000 civilian employees in the port limits make all this possible. The dockyard itself has a force of 4,000 employees.

The warships, largely destroyer escorts and frigates, comprise one of the largest and most potent anti-submarine forces on the North Atlantic. Working closely with these naval forces are the long-range Maritime aircraft of the Royal Canadian Air Force. A British submarine squadron is here to provide the Navy and Air Force with realistic training. All of these forces are controlled from a combined RCN-RCAF Maritime Command Headquarters in the dockyard, put into operation on Dominion Day (1 July), 1959.



The Right Honourable Vincent Massey unveils the Sailors' Memorial at the dedication ceremony on Citadel Hill, 31 July 1955.

Here are planned the operational patrols for the defence of eastern Canada. The Maritime Command has drawn from Kipling's famous "Song of the Cities" to best describe its role. He refers to Halifax thus:

Into the mists my guardian prowls put forth
Behind the mists my virgin ramparts lie
The warden of the honour of the North
Sleepless and veiled am I

and this fits exactly the role of the Maritime Command of the Atlantic. Its personnel are sleepless for the vigil is both by day and by night. Its patrols are frequently veiled by the type of weather off the East Coast, but the vigil is no less effective, if little known.

Canada is strongly committed to the North Atlantic Treaty Organization and its naval leaders, taking a page from the history of this century, made the role of the Canadian Navy in NATO that of a highly-trained anti-submarine force. This has been reflected in frequent visits to the port by warships of our NATO allies. Warships of NATO have called at the Port of Halifax with notable regularity in conjunction with exercises. In the case of the United States Navy, summer visits reach an impressive number. In July, 1960, roughly 10,000 American naval personnel had shore leave in Halifax. They came in two large task forces and in a number of individual ships.

There are and always have been problems for a port over which Mars towers so formidably. In the early decades, the populace had little to say in the affairs of the base, for the home government regarded the requirements of the port as military. Eventually con-

cessions were gained, and it was recognized that Halifax was the first purely British venture in the development of a British country. The civil government continued to grow, although it had its times of friction with the forces. There have been lapses which both parties today would rather forget.

Everywhere there are reminders of the navy's historic association with Halifax. In a small tower on the dockyard fire hall there is a mechanical clock which predates the Citadel Hill clock put there by Prince Edward, George III's soldier-son, in 1803. The naval time-piece, still running smoothly, was made in London in 1767, installed in the old dockyard sail loft in 1772 and sounds the hours on a ship's bell, cast in 1797.

There are traces of D'Anville's ill-fated fleet on the floor of Bedford Basin, for some of his ships were scuttled there. A tablet in the old naval cemetery overlooking the dockyard honours five men of HMS *Shannon*, mortally wounded, who were laid there to rest.

The Maritime Museum of Canada, begun by a small group of naval officers in 1948 and expanded to include the rich impact of seafaring on the development of Canada from Viking days, occupies a valued place on Citadel Hill. It soon will be moved to new quarters. In addition to occasional papers, the museum this autumn will issue *Sails of the Maritimes*, by Capt. J. P. Parker, a profusely illustrated 250-page book on the two and three masted schooners of the Atlantic Provinces between 1859 and 1920. There are relics of Horatio Nelson, who called in Canadian ports in HMS *Albermarle* toward the end of



An historical pageant at the Navy Day celebrations at Halifax in 1959.



Above:—Frigates heading seaward. Dartmouth is to the right, and part of Bedford Basin can be seen at top left.



Right:—Some ships of the Royal Canadian Navy moored at HMC Dockyard in December 1959. The aircraft carrier is HMCS Bonaventure, and the two submarines which can be seen secured in front of her are British.



The naval barracks in 1928.

the American Revolution. There are plaques and tablets in the city and in the dockyard recording significant events and the visits of notable personages throughout the years.

On the slope of Citadel Hill, facing towards the sea, is an imposing granite memorial on which are inscribed the names of 2,852 servicemen and merchant seamen who lost their lives at sea during the Second World War,

and who have no known graves. The memorial cross in the center of the massive, two-level monument is inscribed with the names of 415 servicemen and merchant seamen who lost their lives in the First World War.

Admiralty House, an imposing stone structure begun in 1814, is one of the three historical buildings of particular note.

The navy through the years has assisted the city in the celebration of important anniversaries. For the 150th anniversary of Halifax, a mock naval bombardment of Citadel Hill and its storming by marines took place. On the 200th anniversary, in 1949, the Navy put on a week-long pageant of live and static displays in the harbour and dockyard. A "theatre under the stars" on Citadel Hill offered a variety program of high calibre. The annual Navy Days have drawn tens of thousands of spectators.

The naval payroll in the region is around \$1,000,000 a week. National Defence expenditures each week are said to be only a quarter of a million less. The concentration of healthy sailors provides more than 30 per cent of the donations to the Red Cross Blood Bank. Naval personnel, firemen, ships, helicopters and divers respond with good-willed alacrity to emergencies. Charitable donations from ships and establishments each year run close to the six-digit mark. Naval swimming pools



Admiralty House, about 1900.

accommodate civilian needs to the fullest possible extent, especially for teaching youngsters to swim.

For the past decade the naval strength has been at roughly the same level; naval personnel are building their own homes and gravitating into local affairs. Executives of Home and School Associations, Scouts, Cubs, Guides, Brownies and similar youth movements are attracting the constructive off duty energies of the sailor.

On May 4, 1960, the 50th Anniversary of the Royal Canadian Navy, old rivalries and differences were dismissed by Mayor Charles Vaughan who said relations between the Navy and the city are now "excellent . . . We look forward to growing with the Navy in the future." So does the Navy.

In Command Headquarters hang glossy, black, stone tablets. They list the senior offi-

cers in chief command since Admiral Boscawen arrived in 1755. Today, a new Flag Officer, Atlantic Coast, has taken over, Rear-Admiral Kenneth L. Dyer, DSC, CD, RCN, brought up in Grand Pre, Nova Scotia. His name will be the 96th to be engraved in stone since the days of Boscawen, who carried his head tilted to one side but whose vision was clear and straight. There have been some excellent books about Halifax and about Nova Scotia. Those 96 names deserve another, written by a sailor staring shorewards over the guard-rail of a ship.

So long as men move their persons and their goods over the ocean highways, the tablets of names will continue to grow. The persons whose names are inscribed, are indeed the wardens of the honour of the north, inseparable from the port they guard.

Two modern ships of the Royal Canadian Navy, HMCS Algonquin and Terra Nova, in the harbour, 1959.





*Le joyeux Cortège,
by Henri Julien.*

Christmas Carols on the St. Lawrence

by MARIUS BARBEAU

CHRISTMAS, the New Year, and Epiphany (*le jour des Rois*) are landmarks in the calendar year of French Canada. They have given rise to customs, rituals, celebrations, and folk songs, and entail a social upheaval. Hail and alleluia!

The first of these, Christmas, is the most picturesque and significant for its duality. It coincides with a pagan prototype of great antiquity, the *Guignolée*, marking the winter solstice, on which was grafted the divine birth of Christ, at the inception of our era. As for the New Year, it means family reunions, blessings, and bounties around a brimful table; it is a popular favourite, although it is not really ancient, being about three hundred years old. Not a few folk songs of the "habitant" type celebrate its passing. And third, the Epiphany, a few days after the New Year, commemorates the arrival of the Magi kings from the Orient at the manger. Yet its folklorical aspect predominates with its luscious cake (*gâteau des Rois*) in a family banquet where the participants draw the symbolic bean, a crown no less, hidden in their own portion, and intone the spirited song *Le Roi boit*—the King raises his cup! and kisses his sweetheart, in a kingdom that lasts only a day and night.

The *Guignolée* of Christmas time holds a symbol which is no longer obvious to the

ignoleux, a group of young men mustered for the occasion, wearing a costume, going from door to door in the evening, begging for alms, carrying baskets and singing: "Bonjour, le maître et la maîtresse et tout le monde de la maison!" (Hail everyone of the household!)

The captain of the roving set is invited on the threshold and given a drink by the host, while food and garments are dropped into the containers for the needy in the district. It so happened at times, both in France and Canada, that some *ignoleux* abused public confidence and divided the spoils among themselves, thereby inviting police interference with the big stick.

In the lumber camps of the upper Outaouais River, the lumberjacks resorted to the custom of jumping over the pork barrel into the New Year. After having copiously imbibed *whisky blanc*, they went outside into the cold and leaped over the barrel, often landing head first into the snowbank, yelling, "Et tous les cooks sont des damnés! (And all the cooks are bedevilled!)"

Folklorists have traced back the *Guignolée* to pre-Christian sources in the Celtic world, and they quote the Belen-Loke legend in the Edda myth of Scandinavia. Once long ago, the *gui* or parasitic holly growing on tall trees had a mysterious significance. It was magical. The god Holder, with the help of Loke, fought

Balder (or Belen) in a deadly duel, with a mystic weapon, a branch of holly (*gui*). Thus the *gui* of the winter solstice had caused the downfall of Belen (the Sun). The fight itself had taken place between Darkness and Light, the Moon of night-time and the Sun, Winter and Summer, pitted against each other in a cosmic event.

Some traces of this Loke legend are contained in the *Guignolée* song still familiar in Quebec, Montreal, and Ottawa. The *ignoleux* pass from one house to another, as if from one year to another, singing: "Bonjour . . ., once a year, under the emblem of the *gui*! We are begging for a *chignée* (the fat part above the tail in a pork)." Should the door remain closed to the visitors, the nightly rovers utter a threat: "Very well! We will capture your eldest daughter and toast her toes on our campfire." A further menace, when the door remains obstinate, is, "And we will burn the wood down to cinders"—meaning the house itself, Loke being the god of darkness and fire.

Compared with the *Guignolée*, Christmas carols are rather new, as they belong to our era and to written literature. The very few that we find in French Canada go back to broadsheets and early printing, and we occasionally discover them in the handwritten song books of parish priests and teachers, and they have never taken root among the rustic folk. Only one carol, "D'où viens-tu, bergère?" (Whence do you come, shepherdess?) also called "Noël d'Aoste", from a town in northern Italy, is well known, especially in the nursery.



Christmas and its carols, in France, Canada, and England, have remained within the closed repertory of clerical literature and have never inspired the folk minstrels or *jongleurs*, who had enough of their own oral literature to enjoy. Here is the tune of the

Noël d'Aoste, the words referring to whatever is believed to have happened at the manger: "What have you seen there, shepherdess? A tiny child, Joseph and Mary, the ox and the donkey, and three angels singing Noël . . ."

A unique instance is "Jesus ahatonhia" of the Hurons of Lorette near Quebec, composed on Indian words by Father Brébeuf, then Jesuit missionary, about 1636. It is still used in the ancient mission chapel on the Indian reserve.



While Christmas carols are a literary feature originating in manuscript and print, the songs of the New Year and of Epiphany (*Les Rois*) are truly oral and folklike. The first belong to French Canada rather than to France, and they are not a few. Some of their titles taken at random are "Here the year is ending" (*Voilà une année qui finit*), "In the holidays" (*Dans le temps des fêtes*), "On the first of the year" (*Tout les ans, au jour de l'an*), etc.

Not one of them sparkles with the wit and aptness that characterize so many true songs of minstrels which came to the New World with the colonists, in the past two or three centuries, and the reason is that they were first improvised on stereotyped tunes by "habitant" bards who, in their rural simplicity, were fond of raising their cups and rejoicing, "Quand le verre est plein, on fait trinquette" ("When the glass is full, to your health it goes down!")



This pastel drawing by Arthur Price captures the hilarious atmosphere in a ménage canadien, when the King of France and his court toast to the accompaniment of other activity throughout the year.

The New Year falling on the first of January is a novelty, one should not forget, as it was introduced in our Gregorian calendar less than three hundred years ago. Easter previously was the landmark, and January followed December without upheaval or celebrations, in the church or at home. For

instance, the capture and burning of Deerfield, in western Massachusetts, by Iroquois and a French-Canadian raiding party, was recorded in our archives as having fallen on the 28th of February 1703, whereas it actually happened in 1704, had January been the first month of the year, instead of Easter.



en the King of the Epiphany celebrations drink
ghout the

And "Les Rois" (Epiphany, six days after January first) concludes the winter solstice festival which had begun with the *Guignolée* and Christmas. With the coming of the Magi kings from the Orient to the manger we return to a folk atmosphere and true folk songs.

Sitting once again at the bounteous banquet table, the host at the head gaily intones, "Le Roi boit, c'est notre modèle! (The King drinks. Let's follow the ruler!)"

After a first toast and a solo being followed by a chorus, the "King" cuts the fantastic "gâteau des Rois" (the Kings' cake) and dis-

Le Roi Boit!

National Museum Collections N°A159 Singer: Hector Parent, Clarence Creek, Ont.

Solo Mon père, il m'a ma-ri-é, le lan-di, jour de la Saint-Michel, A-vec

Chorus un ju-le-jeun' fell' qu'en appelle A-dé... le... Le roi boit, le roi

Solo boit, c'est na-tre ma-dè-le. 2. Le len-de-main, nous mène à l'é-glis' tous

les deux, moi puis et... le... Monsieur Picuré m'a d'men-dé. Acceptez-vous

Chorus vous A-dé... le? Le roi boit, le roi boit, c'est notre ma-dè-le.

tributes the luscious portions all round the table.

Now is the crucial moment: Who is lucky enough to find the royal bean hidden in his or her share? Whoever does is the King or the Queen. And the new kingdom, reminiscent of folk tales, prevails here for a day and a night. The King or the Queen choses a partner, and the song goes on merrily, to the clinking of cups of liquid:

"Le Roi boit!"

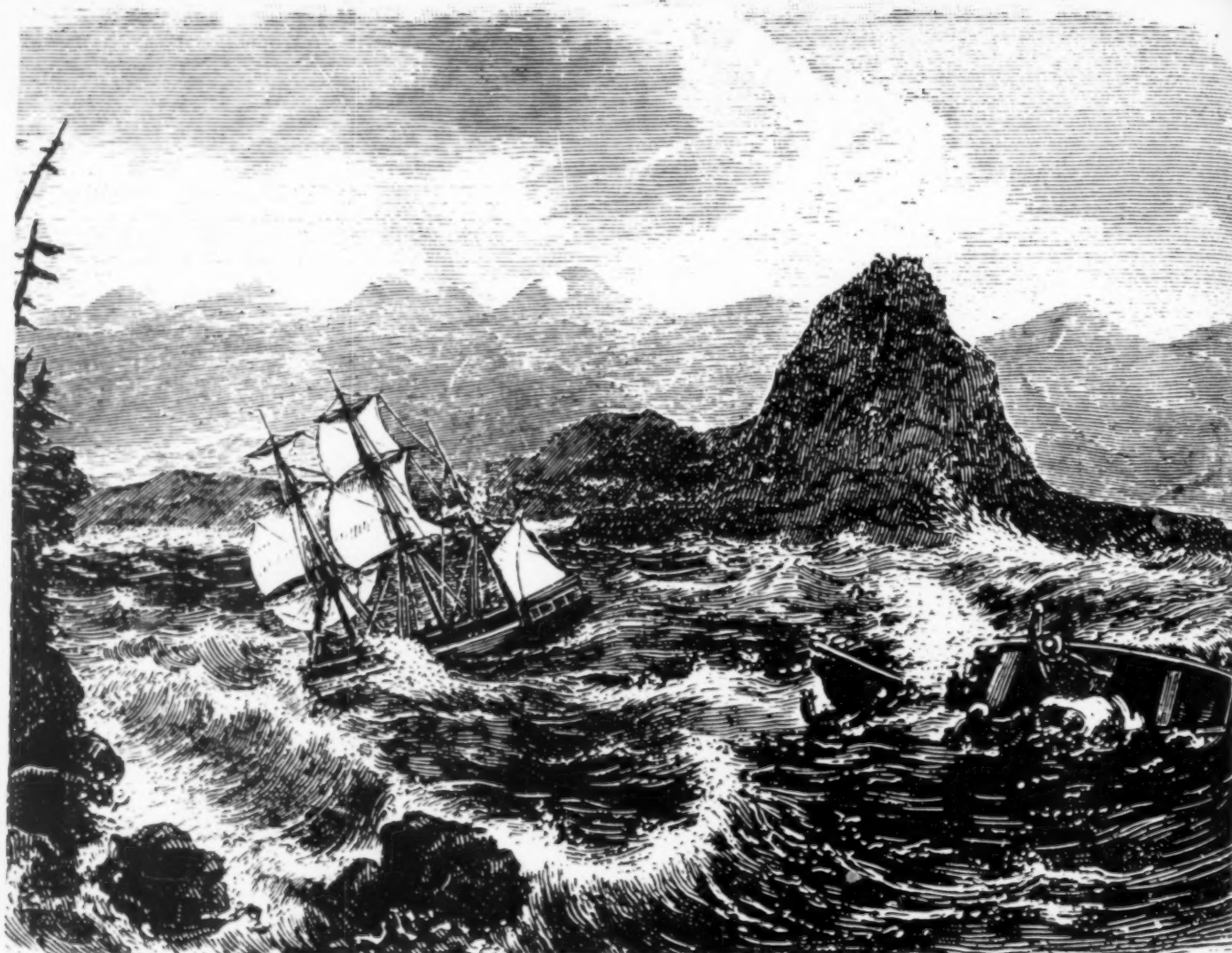
La Guignolée.

Solo and chorus Ernest Gagnon. Chansons populaires...

Bon-jour, le maître et la maî-tres-se Et tout le mond' de la mai-

Solo and chorus sen! Pour le der-nier jour de l'an-née La i-gna-léy vous nous de-

Solo and chorus voy Si vous vou-léy rien nous don-ner, di-té-nous le... e...



This sketch made about 100 years ago by an Englishman shows the Tonquin crossing the bar at the mouth of the Columbia River in 1811.

Oregon Historical Society

To Vancouver Island After The Tonquin

by E. W. GIESECKE

Photographs by Dr. George Cottrell except where credited.

NEARLY 150 years after the last voyage of the *Tonquin*, John Jacob Astor's famous vessel, men are still searching for the location of its wreck. The area being explored is centred among the fiord-like inlets and clear green waters of Clayoquot Sound, Vancouver Island.

It was on a June day in 1811 that the 23 white men aboard her were murdered by the Wicananish Indians. The 290 ton vessel itself sank following a terrible explosion. Since then, many historians, among them Professor George Davidson, formerly of the United States Coast and Geodetic Survey and now of the University of California, have devoted years of effort to identify the place of the

tragedy. Clues have been sought on ancient maps, charts and in the logs of early fur trade vessels. The exact site of the historic vessel's grave has remained unknown in spite of the intensive research among historical documents.

It was known that the *Tonquin* left the newly-founded Fort Astoria on the Columbia River on 1 June 1811. Commanded by Captain Jonathan Thorn, an impatient man and a strict disciplinarian, the vessel sailed northward. At Gray's Harbour (State of Washington) an Indian named Lamanse was picked up. He was found to be an interpreter and was asked to join the party as a native guide. Many days later the anchor was

dropped in a sheltered location off Vancouver Island.

The scene of the *Tonquin* tragedy has been identified as Templar Channel, Clayoquot Sound, not far from the old Indian village of Echatchet. Lamanse, the sole survivor, called the place "Newity, or Newetee". In the past century many historians such as Professor Davidson have searched for this locality but each of them found that "the word is not known on the west coast of Vancouver Island." Whichever place Lamanse meant, the secret died with him. The Clayoquot location was supported by the story of Teetska, or "Smiling Tom".

A native of Clayoquot, Teetska later moved to Hesquiat near the once world-famous Nootka Sound. There he was befriended by the Reverend A. J. Brabant, a pioneer missionary whose *Reminiscences* were later written by the Reverend Charles Moser. Teetska told Father Brabant about his father who had been a slave of the Clayoquots. His father had told about the destruction of a ship and the place was identified as "Clayoquot-Tskwe." Following the explosion, blankets had floated to shore and these were eagerly collected by the natives. This tradition helped Father Brabant locate the sinking near "Itsape" on the sheltered side of Lenard Island. The same account was obtained from an aged Indian by Captain John T. Walbran, a commander of Canadian vessels including the steamer *Quadra*. Walbran recorded this and other marine exploits in his book, the scarce *British Columbia Coast Names*, published by the Dominion Government Printing Bureau at Ottawa in 1909.

After anchoring in the domain of the Wicananish tribe among the timbered islands of Clayoquot, Captain Thorn ordered his men to begin bartering for furs. He did not realize that this also signaled the Indian attack to come on the following day. The story of this massacre, as follows, was first published in London in the *Annual Register*, 1813, Volume 55, page 83.

The natives came on board to trade their furs for merchandise and conducted themselves in the most friendly manner during the first day. But the same evening Lamanse brought news that the tribe was ill-disposed

This fine totem pole on the west coast of Vancouver Island was made by the Clayoquot tribe.



and intended attacking the *Tonquin*. The proud captain did not believe the report, and even when the savages came in great numbers the next morning it was only at the pressing of Alexander McKay that he ordered seven men aloft to loosen the sails. Meanwhile, about 50 Indians were permitted on board who exchanged a number of sea otter skins for blankets and knives. The blankets they threw into their canoes alongside but they secretly kept the knives. The savages moved about so that at least three were near each member of the crew. At a signal, they rushed the whites and butchered them in a few minutes.

The men aloft attempted to descend but two of them were lost. Another was mortally wounded but made his retreat with the remaining four to the cabin. There they found loaded arms and commenced firing upon the savages. They shot through the skylights and the companion-way and soon their foe retreated. Before night the five sailors were again in full possession of the vessel.

At dawn the next day the four able men took the longboat. Against their wishes the wounded man remained on board, believing his death near. After sunrise the ship was

surrounded by many Indians in canoes. Meeting no resistance some boarded her and then called for the others. The vessel soon became crowded and in breaking open the hatches the horde did not notice the one survivor crawl into the cabin. Finding the magazine, containing 9,000 pounds of gunpowder, he ignited it. The ship blew up in a thunderclap. Nearly 100 natives were killed and a vast number wounded.

The four whites in the longboat were driven ashore in a gale two or three days later and immediately slain by the Wicnanish. In this manner in June, 1811, the Astor ship met her fate. Only the escape of Lamanse permitted news of the tragedy to reach civilization.

In 1957 an actual search for the wreck of the *Tonquin* was begun at Clayoquot Sound. The man who inspired and directed this new venture was Dr. George W. Cottrell, a prominent physician from Portland, Oregon, and who is also a yachtsman, skin-diver and amateur historian. In that summer he headed northward on his cruiser, the *Cimba*, hoping to find some traces of the famous ship. At Tofino, Vancouver Island, he joined members of the Cannon Hunters Association of



Dr. George Cottrell, left, and Dick Wild prepare for the underwater search for the *Tonquin* wreck.



At Sydney Inlet, the teak capstan, sheathed in copper and brass plating, is inspected by Tom Binford. The Cimba, in the background, raised the capstan to the surface and pulled it to the shore.



(Right) Objects recovered from the wreck of the old sailing ship include a long, solid copper pin (foreground), a heavy, encrusted chain (under tape measure), a teak pulley block (right), and teak planking (background).



Dr. Cottrell interviews Paul Sam at Hot Springs Cove about local history and legends. The interview is being recorded.

Seattle. A. Kendall from Ladysmith, British Columbia, also joined the group as interpreter to obtain information from the Indians. Having secured the approval of the Royal Canadian Mounted Police marine patrol, the joint search began.

An underwater sea sled, manned by two divers controlling depth and course, was first towed at four knots over the most probable anchorage. In this manner, the floor of the Templar Channel of Lennard Island was scouted. Gary Keffler, Cottrell and others made free dives to 125 feet, and swam around Tonquin Island but no wreckage which might have belonged to the *Tonquin* was found. At Round Island where a Clayoquot Indian, Paul Sam, said he thought the wreck was located, the cannon hunters also had no success. Later, they left on their own boat and the group on the *Cimba* continued the exploration.

An aged Indian at Ahousat on Flores Island told them of fish nets being fouled on an obstacle in Sydney Inlet, and he was able to identify the location on a chart. They first flew over the area in a seaplane and spotted the dark mass of the hulk. Then, after cruising into this fiord-like inlet, a sunken wreck was found on the first dive by Cottrell and Tom Ammerman of Portland. In spite of encounters with a seven-foot wolf eel and an even longer octopus, the divers hoisted up two cannon as well as many pieces of teakwood and copper sheathing. These were delivered to the British Columbia Maritime Museum at Esquimalt, near Victoria, for investigation and display.

Speculation as to the identity of the Sydney Inlet wreck led to the July, 1959 expedition under Dr. Cottrell and including Thomas Binford, Thomas Metz, McKee Smith, Dr. Lewis Carpenter, Julius Fink, I. Ott, the author and others. After obtaining supplies at Ahousat, they cruised through Millar Channel and Shelter Inlet to the site of the teak wreck. The anchorage was 100 feet off the east shore of Sydney Inlet opposite Adventure Point and five and one-half miles from the inlet's mouth. The shore here is sandy and flat and is one-quarter of a mile

(Middle) Members of the expedition included (left to right) McKee Smith, Dr. George Cottrell, Dr. Lewis Carpenter, and Julius Fink.



(Left) At Marktosia village near Tofino, Dr. Lewis Carpenter inspects relics which have been in the Indians' possession since about 1864. The cannon and sword were given to a former chief, and the pots came from an old sailing vessel. The origin of the musket is unknown.

TO VANCOUVER ISLAND AFTER THE TONQUIN

north around a small cape from Young Bay. The wreck is spread out at depths from 40 to 100 feet. After sending more pieces from the wreck to the Maritime Museum, Dr. Cottrell's party went in search of other wrecks along the west coast of Vancouver Island.

At this time the Royal Canadian Navy became interested in the search for the wreck of the *Tonquin*. In October, 1959, the minesweeper H.M.C.S. *James Bay* and the auxiliary vessel *Laymore* were dispatched to Sydney Inlet. They were to dive for and examine the aged sailing vessel lying at six fathoms, first discovered by Cottrell in 1957. With the crew were Thomas Metz, a member of Cottrell's original party, and Lieutenant-Commander Ben Ackerman, head of the Navy's operational clearance diving unit. Metz directed the route to Sydney Inlet where the sunken teak wreckage rests, and he, Ackerman and his team of skin-divers raised five tons of pieces from the wreck. These relics—masts, anchor, winch, capstan, sections of four inch teak hull planking covered with copper sheathing — were placed in the British Columbia Maritime Museum.

The presence of teak raised an intriguing question as to the ship's origin. Teak is primarily an Oriental hardwood. Was the wreck an ancient Spanish galleon constructed in Manila? Or was it a vessel of the fur trade such as the *Tonquin*, built with expensive and imported teak? Research later showed that most of the early fur trade ships were built of oak and were not copper bottomed. Finally, in March 1960, the British Columbia Maritime Museum turned up a vital clue. The teak windlass from Sydney Inlet had a patent mark on it, and it was found that this had been issued to three Yorkshire men — the partners Tyzack, Dobbinson, and Robinson — in 1829. The ship was not identified but it was established this shipwreck probably occurred after 1830, some 20 years after the *Tonquin*.

Although the wreck of the *Tonquin* was not located by these expeditions, other wrecks still lie in Clayoquot Sound, and the *Tonquin* may still be discovered. Dr. Cottrell plans another voyage in 1960 to explore new reports of old shipwrecks and legends, but the primary target will again be the *Tonquin*.

The Cimba, the 50-foot cruiser owned by Dr. Cottrell, enters Sydney Inlet, Vancouver Island. This fiord-like country provides hundreds of miles of boating and is accessible only by sea or air.





The "Paneis de Sao Vicente", a great polyptych painted by Nuno Gonçalves in the middle of the 15th century, contains the best known portrait of Prince Henry the Navigator. The centre figure in vestments represents St. Vincent, the kneeling figure to the right is King Afonso V, and immediately behind him stands his son, later Dom Joao II. Prince Henry, in dark clothing stands behind him.

National Museum of Ancient Art, Lisbon

Prince Henry The Navigator

by C. H. LITTLE

THE TWENTIETH century and the fifteenth century have one outstanding feature in common: they mark high points in man's endeavour to free himself from the confines of land. Today scientists are fashioning the conquest of the air and of outer space; five hundred years ago sailors were learning how to sail out and back on the oceans of the world. Both conquests are similar in their requirements of factual knowledge — patiently assembled and tested — upon which to base the instructions and equipment of brave men sailing into the unknown.

It would be impossible to single out the individual responsible for today's space progress but there is no doubt that the fifteenth century movement of European expansion by water was primarily due to the life and work of Prince Henry of Portugal usually known as the Navigator.

Henry was the third of five illustrious sons of the great Portuguese House of Aviz. His father, John the Great, was the natural son of Peter the Justicer, and his mother, Philippa of Lancaster, was the daughter of John of Gaunt. He was born in the old city of Oporto on March 4th, 1394.

John, the founder of the House of Aviz, was a central figure in the transition of Portugal from a European province to a centre of world discovery and empire. On the death of King Ferdinand in 1383, John led the national party in revolt against the court policy of subjugating Portugal to Spain. The successful revolution saw John crowned King of Portugal. In 1385 Portugal's Heroic Age began with John's victory over Castile on the battle-field of Aljubarrota (August 14th). (Richard the Second of England had sent a few archers to join the Portuguese army. From this event derives the alliance between England and Portugal concluded at Windsor May 9th, 1386 — the oldest national alliance in the world.) During the fifty years of his reign John prepared Portugal to play a foremost part in international affairs. He created a strong centralized monarchy, concluded commercial alliances with England, the Nether-

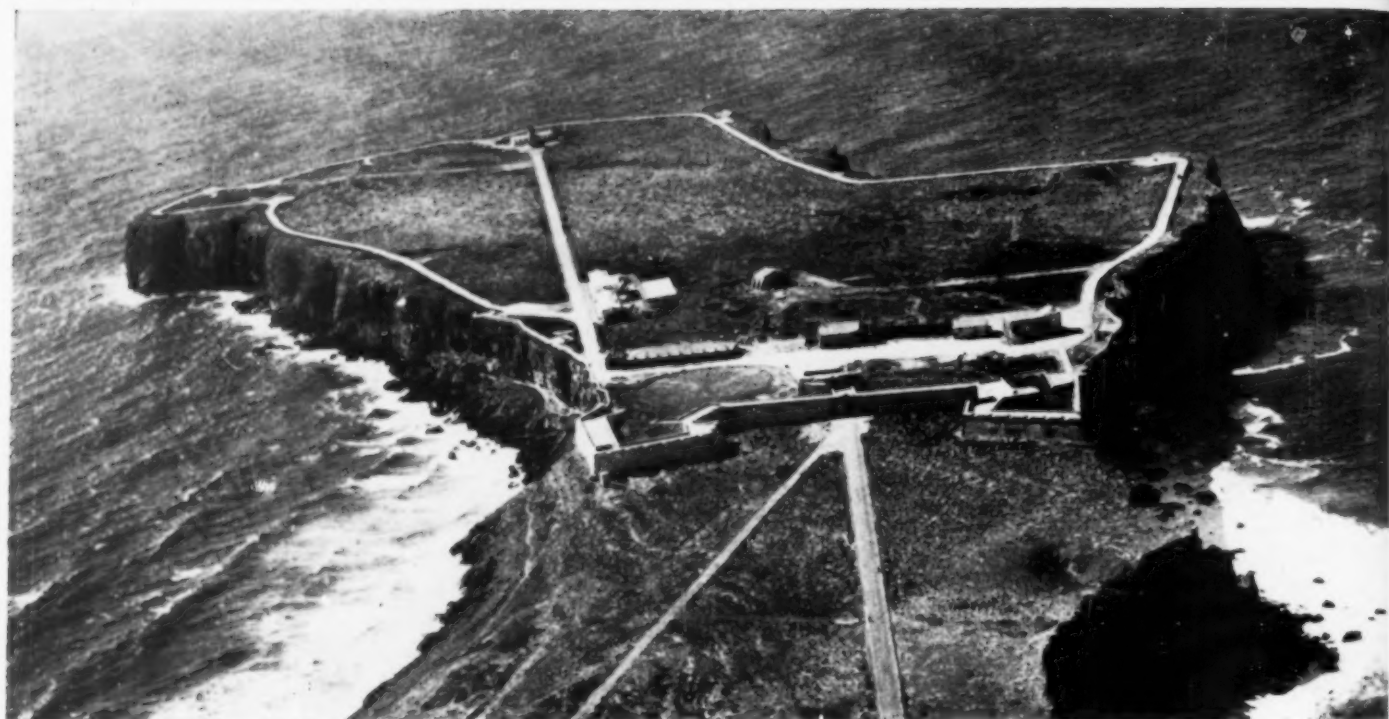
lands and the Baltic nations, maintained neutrality with Spain and encouraged the Portuguese to be proud of themselves by fostering the native language in law and business and by creating a national capital in Lisbon. John the Great was the essential forerunner.

Henry has been aptly described by the English poet Thomson in his classic work "The Seasons":

Then from ancient gloom emerged
The rising world of trade: the genius then,
Of Navigation, held in hopeless sloth,
Had slumbered on the vast Atlantic deep
For idle ages, starting, heard at last
The Lusitanian Prince, who, Heaven-inspired,
To love of useful glory roused mankind,
And in unbounded commerce mixed the world.

The preparations for the discoveries of the fifteenth century were made over many years by Romans, Arabs, Saracens, Vikings and Crusaders. The Crusades resulted in energetic land travel, a reawakened interest in navigation and a search for knowledge as opposed to fancy. The draughtsmen of the Italian Ortolani foreshadowed the new technical method of map making and the fourteenth century voyages of Spaniards, Italians, Englishmen and Frenchmen in search of the route down the coast of Africa indicated the practical application of a theory which Henry was to follow so successfully.

The starting point of Henry's African voyages was the capture of Ceuta in 1415. The ancient Septa, now renamed Ceuta, was the principal port of Morocco and a centre both of trade and of piracy. In the fifteenth century the Iberian peninsula was still threatened by the Moors (the Kingdom of Granada remained in their hands until 1492) and Ceuta must have seemed like a dagger constantly pointed across the narrow strait of Gibraltar. To military and political anxieties were added a very real desire to attack the enemies of Christendom on religious grounds and a contrasting but equally real urge to conquer such an important depot of supplies badly needed for Portugal's economy. The convergence of many ambitions made Ceuta a desirable



The promontory and ruins of Prince Henry's fort at Sagres.

Lisbon Tourist Bureau

target. It is said that the final decision to attack the port was made after King John was asked by his three oldest sons for a tournament at which they might be knighted. The King, after consulting his most trusted advisers, decided on a real battle rather than the usual tourney and chose Ceuta as a fitting object of Portugal's attack. Its capture would provide not only a base of protection for the voyages of the future, but also an outpost in the commercial struggle against the Mediterranean countries.

On St. James' Day, 1415, the fleet sailed from the Tagus and two days later the crusaders mustered in Lagos Bay 33 galleys, 27 triremes, 32 biremes and 120 pinnaces and transports carrying 30,000 sailors and 50,000 soldiers, including some nobles and merchant adventurers from England, France and Germany. On August 16th, the Christians landed on the beaches and after fierce fighting captured the citadel. Henry and his two brothers were knighted by the King and each prince received a sword that Queen Philippa had left him when she died of plague a few weeks before. Ceuta was manned under Pedro de Meneses and for many years kept open a great avenue of commerce and knowledge.

The most important result of the Ceuta campaign for Henry was positive knowledge of inland Africa and of the western coastline.

His mind now settled on a five-point programme: to find out what lay beyond Cape Bojador (because it was generally believed that the white man's world ended there, and that any European who passed it would be changed into a negro); to seek ports and people for trade; to learn the strength of the Moors; to meet any Christian prince who might live in the area; and to christianize the savage tribes. The Prince was a marvellous combination of scientist, patriot and saint. He wanted to find a way around Africa to India for the sake of knowledge itself, for the power that knowledge would give his country, and for the advantages over the Moslem enemy to be gained from access to the source of their commercial wealth.

After Ceuta Henry came to Sagres, and from 1418 on he became a recluse from the court of Lisbon preferring his own court of science and seamanship.

The Navigator's life was dedicated to his country and his religion. He never married although every court in Europe would have welcomed him as a son-in-law; he gave up wine in his early youth and scorned the banquet table; he spent much of his leisure in prayer and meditation.

In 1418 Henry went in person to lead a relief expedition to Ceuta against an attack by Moslems from Morocco and Granada. On the

The astrolabe was a navigational instrument in common use in the 15th century. The type shown here is a graduated brass ring, with movable index turning on the centre.

return voyage he contemplated the seizure of the other pillar of Hercules, but the weather prevented him getting into Gibraltar. Thereafter he withdrew almost completely from Portuguese public life for nineteen years. In 1419 King John made Henry Governor of the southern part of Portugal, named the Algarve, and he took up residence in Sagres.

Sagres is the symbol of Portugal's greatest service to the world when she was in the forefront of the conquest of the unknown, and of the struggle against the enemies of Christendom. Sagres lies between the charming bay of Lagos and storied Cape St. Vincent. There Henry created a court of learning where pilots, students and technicians worked together to establish the new nautical science. In the observatory they studied astronomy — not as a supernatural mystery which determined man's fate, but as a reliable guide for exact navigation. In the same way mathematics and geography were brought out of the closet of abstract speculation into the workshop of practical knowledge applicable to every-day life. Map makers drew charts no longer composed of conjectures, rumours, fears and prejudices, but of real islands and coastlines and currents, which had been carefully observed and recorded by mariners, who had actually seen them. Henry possessed the spirit of the modern scientist as he unravelled the mysteries of nature, and gave practical application to his discoveries.

The shape of the world as we know it today gradually emerged from the mists of ignorance through the Navigator's school at Sagres. The methodical discovery of the Atlantic islands and of the African coast as far as the Gulf of



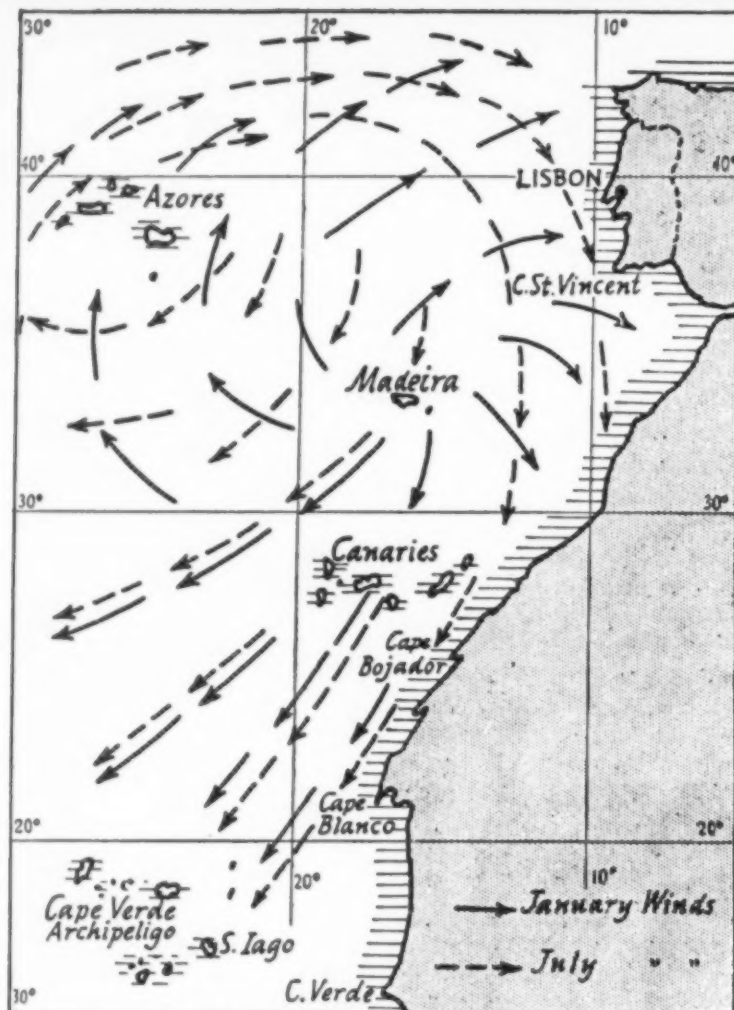
Guinea was the first assignment. Gradually the navigational problems were solved, and a new type of ship was developed to meet the requirements of deep sea sailing.

The caravel originated as a distinctive ship type in Portugal. It was a small square-sterned vessel with a main mast and one or two small mizzen masts fore-and-aft rigged with lateen sails. ("Lateen" is the English rendition of the word "latin" as it applied to the triangular Mediterranean sail. Northern sails were square or quadrilateral). The caravels of the great discovery period were ships of about fifty tons developed from the Mediterranean galleys and galleons. They combined the lightness of the former with the seakeeping qualities of the latter and added the ability to sail into the wind.

A closer view of the compass dial on the ground at Sagres which can be seen in the aerial photo of the fort, upper left.

S. L. Marques





The extent of explorations under Prince Henry can be seen from this map showing the prevailing winds in the area between Portugal and the Cape Verde Islands.

The geographical discoveries of the century introduced entirely new conditions for ship design because, instead of sailing close to shore, ships had to remain at sea for long periods, and had to provide much more accommodation for people, stores and equipment. Caravels of two hundred tons were not uncommon in the sixteenth century.

King John died in 1433. Almost his last words were to Henry encouraging him to continue his attempts to send a ship past Cape Non and Cape Bojador. The "Bulging Cape" forced mariners away from sight of land and out into the open sea. This was undoubtedly the reason for its fearsome reputation.

In 1437 Portugal suffered a severe defeat in her attempt to storm the Moorish fastness of Tangier. For this costly expedition Henry must be charged with much responsibility, for he urged it on the King. The following year

King Duarte died, and his successor, Afonso the Fifth was beset by troubles. These events interrupted Henry's voyages except in the Azores, where the seven known islands were colonized by a royal license dated 1439. In 1441 the first gold dust and slaves were brought back to Portugal from beyond Cape Bojador. They caused intense excitement among merchants and seafarers. In the years 1444-46 more than thirty vessels sailed with Henry's license to the coast of Africa, and in 1448 he had a fort built in the Bay of Arguim to serve as a centre for Portuguese trade, especially slave raiding.

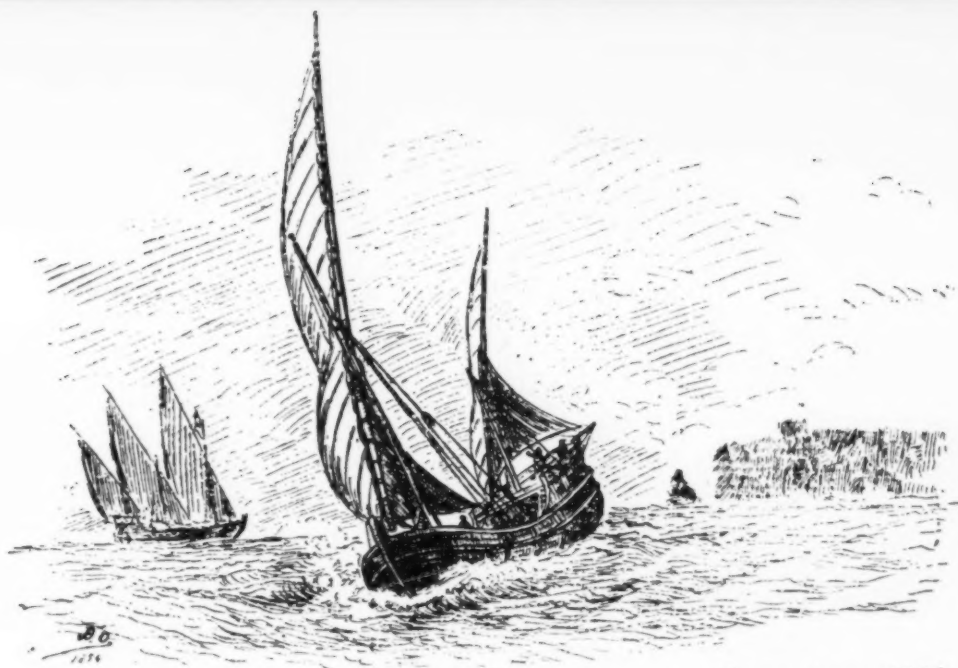
In 1446 nearly a thousand slaves had been brought back to Portugal. This caused fierce reprisals among the natives, hampered legitimate trade and caused the death of several Portuguese princes, including the great Captain Nuno Tristao. Prince Henry altered his previous policy and forbade kidnapping. He tried to promote legitimate trade by advancing the colonization of the Azores, by improving the agriculture of Madeira, especially timber and wine made from Malmsey grapes successfully introduced from Crete, and by attempting to purchase the Canaries from Spain.

One of the earliest Portuguese pioneers on the mainland of West Africa was the romantic Joao Fernandez. During a period of captivity in the hands of the Barbary Moors, he learned Arabic and gained some information about the interior of the continent. In 1445 he volunteered to serve Prince Henry by accompanying Antao Goncalves to the Rio d'Ouro and remaining ashore among the natives. He stayed for seven months before rejoining the expedition near Cape Mirik. He accompanied other expeditions in 1446 and 1447. His accounts of the people and the country proved of great value to both traders and explorers.

In 1458 Henry restored to Portuguese arms the fame lost at Tangier by the capture of Alcazar the Little as the successful conclusion of a campaign against Morocco. He received invitations from many lands to lead their armies, but preferred to continue his work at Sagres.

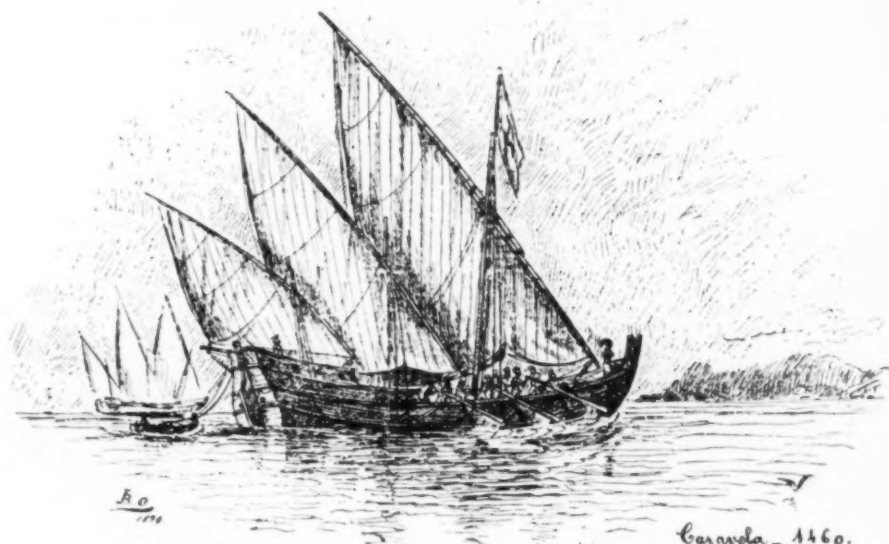
Practically all Henry's Atlantic and African expeditions sailed under the flag of the Order of Christ (successor to the Templars in Portugal) of which Henry was Grand Master. The

Portuguese caravellas of 1436.



Caravellas - 1436

A Portuguese caravella of 1460.



Caravella - 1460.

Portuguese caravella redonda of 1512. These three sketches were published in *Os Navios do Infante D. Henrique* by Quirino da Fonseca, Lisbon, 1958.



Caravella redonda - 1512.



The old and the new at the naval review honouring Prince Henry's memory. The most modern warships are contrasted with sailing vessels, many of which are still used to train young officers.

Department of National Defence

Order gave not only its spiritual sponsorship to the voyages, but sometimes financed them as well. In return it received many awards from the newly discovered lands.

Chroniclers of the time record that Henry's captains and pilots were fully instructed in the art of navigation, map-making and the fashioning of instruments. They were also taught geometry and astronomy and given much practice in chart work. To accomplish these tasks the Prince attracted to Sagres Arab and Jewish mathematicians, and two particularly well-known persons of the time: Master Jacome of Majorca and Master Peter, who illuminated and inscribed the maps and charts.

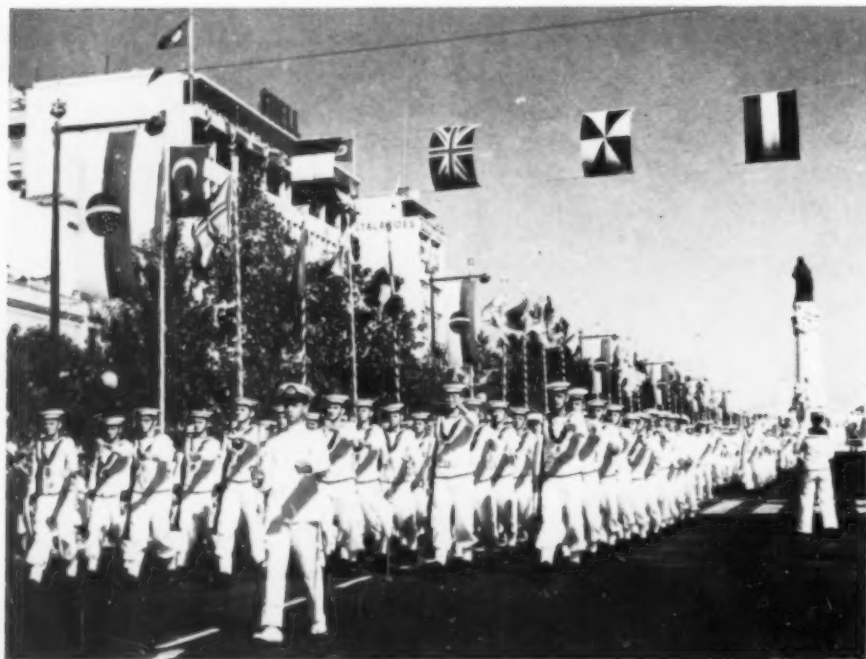
Perhaps there was not a formal school of navigation and geography at the prince's court, but it was undoubtedly the centre of

active scientific study, and the well-spring of the century's practical exploration.

When Henry died on November 13, 1460, he was buried in Lagos, but the following year his body was removed to the magnificent Monastery at Batalha. There is a statue of him over the side gate of the church of Belem, and in Sagres a monument perpetuates his fame.

But the true glory of Prince Henry rests in the achievements which his genius and application inspired. The great discoveries of Diogo Cao, Bartolomeu Dias, Vasco da Gama, Cabral, Albuquerque, Columbus, Balboa and Magellan were all direct results of Henry's work. He was indeed the leader of the transition from the Middle Ages to the world of today.

Five hundred years after his death the na-



A guard of the Royal Canadian Navy participates in a parade in Lisbon at the quinquenary celebrations in honour of Prince Henry.

Department of National Defence

tions gathered in Portugal to pay homage to his memory — both the old nations he had served and the new nations he had helped to discover. Canada was fittingly represented by four of the Royal Canadian Navy's newest warships: the destroyer escorts *Gatineau*, *St. Croix*, *Kootenay* and *Terra Nova*. They joined 28 other ships from Argentina, Belgium, Brazil, Denmark, Portugal, France, Germany, Italy, The Netherlands, South Africa, Spain, Sweden, the United Kingdom and the United States to sail in two columns past a reviewing base at Sagres to pay tribute not only to the great Navigator but also to the native land he loved and served so well. The area contrasted the old countries which benefited from Henry's work and the new countries he helped to bring into the sphere of Europe's influence. Old sailing days were

recalled by seven sailing ships under full sail while the new air age was accented by a fly past of aircraft. After the review the ships anchored in Cascais Bay for the night and then proceeded to Lisbon for other events.

There were many facets to the celebrations of Prince Henry's feats. One that will have lasting importance for historians and geographers was the International Congress of the History of the Discoveries held in Lisbon, September 5th to 11th. Canada paid another tribute to Portugal's illustrious son by sending Professor T. Jost as a special representative of the Canadian Association of Geographers, and Mr. Theodore E. Layng as a special representative of the Canadian Historical Association. The reports and papers resulting from this congress will have continuing significance.

Table of principal voyages initiated by Prince Henry

Year	Captain	Region Explored	Year	Captain	Region Explored
1418	João Gonçalves Zarco	Porto Santo	1444-1445	Nuno Tristão	Senegal
1420	João Gonçalves Zarco	Madeira	1444-1445	Dinis Dias	Cape Verde
1427	Diogo de Sevil	Azores	1445	Antão Gonçalves	Rio do Oro, nearly as far as Sierra Leone
1433	Gonçalo Velho Cabral	Azores			
1434	Gil Eanes	Doubled Cape Bojador	1445	Lançarote	Senegal
1435	Afonso Gonçalves	Fifty leagues past Cape Bojador	1446	Alvaro Fernandes	Sierra Leone
1435	Afonso Baldaia	130 leagues past Cape Bojador	1455	Alvise Cadamosto	Senegal and Gambi- bia Rivers
1441	Antão Gonçalves	Guinea Coast	1456	Alvise Cadamosto	Cape Verde Islands
1441	Nuno Tristão	Cape Blanco	1448-1458	Diogo Gomes	Gambia
1441-1442	Nuno Tristão	Bight of Arguim	1461	Pedro de Sintra	Sierra Leone
			1462	Pedro de Sintra	Cape Verde Islands

The spelling of Portuguese names conforms with the official documents issued at the 1960 commemorative events.

An aerial view of the huge monument dedicated to the memory of Prince Henry the Navigator. The monument looks out over the Tagus River where it forms Lisbon's harbour.

Department of National Defence



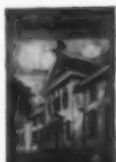
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EDITOR'S NOTE-BOOK

Lieutenant Howard C. Wallace (*The Navy and Halifax*) was born in Saint John, New Brunswick, in 1929 and grew up in Halifax. He entered the Royal Canadian Navy (Reserve) as a midshipman from the Nelson Sea Cadet Corps in May, 1948, meanwhile being employed as a shipping reporter with the *Halifax Chronicle Herald & Mail-Star*.

Lieutenant Wallace went on full time duty with the Navy in April, 1949, and is now an Information Officer for the Service. He has travelled widely with the Navy in North and South America and the United Kingdom.

* * *

Dr. Marius Barbeau (*Christmas Carols on the St. Lawrence*), the famous folklorist and ethnologist, has written articles for the *Journal* on numerous occasions. He has recently returned from France, where he spent some months doing historical research.

* * *

Commander C. H. Little (*Prince Henry the Navigator*) is a keen specialist in naval history. Retired from the Royal Canadian Navy, he is now employed by the Emergency Measures Organization. Commander Little has written articles for the *Journal* on previous occasions.

* * *

E. W. Giesecke (*To Vancouver Island After the Tonquin*) resides in Olympia, Washington. He has a B.A. Degree from the University of Oregon and has written articles on the north west Pacific coast history for a number of newspapers and magazines. Mr. Giesecke accompanied Dr. Cottrell on his expedition to Vancouver Island in search of historical wrecks.

* * *

AMONGST THE NEW BOOKS

The Individuality of Portugal
by Dan Stanislawski

(University of Texas Press. U.S.A.
248 pp. \$5.00)

Many books are available for the study and the enjoyment of modern Portugal; there are excellent travel guide-books, or text books written

(Continued on page VII)

Leslie Edwards

The Air Industries and Transport Association of Canada and the Canadian Branch, Aviation Writers Association jointly sponsor an annual aviation writers' awards contest for newspaper, magazine, radio and television stories published or broadcast in 1960 on a Canadian aviation theme. Awards are given in five separate classes of writing: (1) newspapers (four categories), (2) non-technical magazines or weekly supplements, (3) trade, and technical magazines and newspapers, (4) radio and television, (5) special international award class. First place winners receive a bronze plaque in addition to the cash award, and the publisher or broadcaster also receives a plaque.

Mr. Leslie Edwards won first prize in the second class with his article *The Story of Helicopters in Canada* published in the *Canadian Geographical Journal*, March 1960. As Mr. Edwards could not be present at the presentation on 1 November, Major-General W. J. McGill received Mr. Edwards' plaque on the latter's behalf as well as the plaque given to the *Canadian Geographical Journal*.

Mr. Edwards, formerly a public relations officer with Spartan Air Services Limited, is a television newscaster in Saskatoon. He is a member of the International Society of Aviation Writers.



Leslie Edwards

Vera Fidler

Mrs. M. D. Fidler won an award for her article *The Odd Will of Peter Fidler* which was published in the *Canadian Geographical Journal*, October 1959. The award, an honourable mention, was given for an article on a Canadian theme in the annual Members' Memorial Award contest of the Canadian Women's Press Club. The certificate was presented to Mrs. Fidler at the September 1960 meeting of the Ottawa Branch of the Canadian Women's Press Club by the President.

Mrs. Fidler is the author of numerous short stories for children published in the *Family Herald*, and the book for children, *Chuckwagon of the Circle B*. She has also written many historical and travel articles which have been published in various newspapers and magazines.



Vera Fidler

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Continued from page V)

Within recent years, while for an understanding of mediaeval and historical Portugal, much can be gained from reading *Os Lusíadas* (The Lusíads), an epic tale written somewhat like the Homeric legends, by Luiz de Camões who lived nearly 400 years ago.

However for an appreciation of modern Portugal through the study of its historical and political geography which sets out to explain the background and the reasons which differentiate the peoples of the Iberian Peninsula, one can readily turn to *The Individuality of Portugal* written by Dan Stanislawski.

This book offers great help in the understanding of Portugal — this small but strongly individualistic country. It sets out to show Portuguese uniqueness and how it differs from the Spanish — "A Portuguese is not a Spanish".

As factors affecting this individuality, this uniqueness, reference is made to climate, topography and also mainly to the geographical features which divide Spain from Portugal, the river and mountain boundaries.

Historical factors are reviewed starting with prehistoric man in the Peninsula, then the early Celtic, Phoenician, Greek influences preceding the Carthaginians then the Roman control followed by the so-called barbarians, various German tribes of which the Visigoths and the Suabians are predominant. These were followed by the Moslem invasions. But the Moslems were eventually turned out of the country when Portugal achieved its independence some 800 years ago and has maintained it ever since despite the occasional Spanish desire to fill out the Peninsula with its greater influence.

One of the differences which mark the Spanish from the Portuguese is that from earliest times the Portuguese was "a farmer" and the Spanish a "herder", the social attitudes contributing to the separation of the peoples, the geographical leading to political divisions.

The Central European farmers which settled the land from prehistoric times down to the Celts and the Suabians were attracted to the north and west of the Iberian Peninsula and created there the fundamentals of Portuguese culture which led to its independence.

It is good to recall especially during this year which celebrates the 500th Anniversary of the death of the Infante Dom Henrique the Navigator, son of an English mother Queen Filipa de Lancastre (Philippa of Lancaster) that Portugal acquired its independence as a sovereign state

three centuries before that. This was in part due at the time to Spanish weakness and to internal strife and divisions. After the completion of the Portuguese State (and the cradle of Portugal is to be found in the North) it spread rapidly south and led to the moving of the capital from the northern parts to Lisbon and eventually to the effective assimilation and integration of the land south of the River Tagus, thus bringing the Alentejo and the Algarve within its sway. In the concluding chapter the author makes a brief review of the main factors contributing to Portuguese independence and individuality including its geographical location; its offside position away from the main roadways of Europe; a small land satisfying to humble farming pursuits. He points out how the values of Portugal are fundamental but unappropriable; they are realized by a people with old traditions and techniques of frugality.

The book is well supplied with a variety of indispensable maps which add to its interest and to its value, maps and charts as well as a number of well chosen photographs, also a good index. Preceding the index an excellent bibliography is also appended on the history, geography and sociology of the Iberian Peninsula.

THEO J. MONTY

Mr. Monty is a graduate of the University of Montreal and has lived in most parts of the world including Spain and Portugal.

* * *

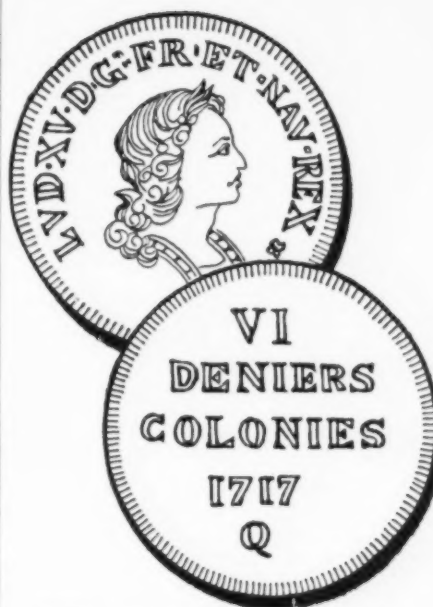
Trade Winds and Turtles

by Dan Mulville

(McClelland and Stewart Limited, Toronto. 248 pp. \$4.25)

It would be difficult to find a new book to compare with *Trade Winds and Turtles* for within its pages is a most refreshing story of adventure told by a writer who combines maturity with a dash of pixie. This book has particular appeal for the man who dreams of sailing to far-away places, not in the hotel-like luxury of great liners, but as master of his fate in a small "wind ship" subject to the vagaries of the elements. The amateur yachtsman and the professional sailor alike will no doubt be aghast at the author's attitude of irresponsibility under certain circumstances. He fully understands this, however, and explains it away in a manner engagingly approaching that of blarney. The sailor reader will certainly envy Dan Mulville, and the careless rapture with which he enters upon his various occasions. The land-bound reader will wish that he could cast off the ties that bind him to the

(Continued on next page)



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Canadian Geographical Journal

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from 1930 to 1959 is now available on application to the
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This index was prepared by Dr. J. Lewis Robinson, professor of Geography at the University of British Columbia, and includes all articles listed in the earlier one issued in 1948.

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(Continued from page VIII)

mundane security of the shore and follow this author into high adventure.

After a brief preamble the affairs of the forty-foot cutter *L'Aventurier* become as urgent as the earning of one's daily bread. The author's spirit so permeates the book that one would have welcomed a few phrases covering his earlier days that would have helped in summing up the man. This does not alter the fact that here is a book which must be read to a finish and which is put down with reluctance when the last word is read. The Canadian reader who is familiar with the West Indies may find a jarring note in the conversation attributed to the Islanders. For example, "Dey all safe on de island. Plenty food and water". This reviewer cannot reconcile such conversation with that normally heard in what were formerly known as the British West Indies where the enunciation and phraseology suggested English High Schools rather than comic book characters.

It is understood that *Trade Winds and Turtles* is a first book. This reviewer looks forward to seeing more of its type from Dan Mulville's easy pen. It is escapism of the highest order, carrying us away from atom bombs and sputniks to elemental activities which we can all understand and imagine doing. All we lack is the

capacity to cut loose and do them; so we leave this book to do them for us in our familiar arm-chair.

F. J. BULLOCK

Captain F. J. Bullock is the author of Ships and the Seaway. He works in the Department of Transport, Ottawa, and is Inspector in the Nautical Safety Division.

* * *

Cruising the North Channel
by Kenneth McNeill Wells
(British Book Service, Limited,
Toronto. 252 pp. \$5.00)

The North Channel, as a glance at the end-paper maps by Lloyd Scott will tell us lies between Georgian Bay and Lake Superior to the north of Manitoulin Island; this Channel has dozens of coves, bays, harbours, and islands which the author describes in exact detail. He also gives minute sailing directions, much information and carefully selected statistics, that no cruising skipper can afford to be without, either when planning or actually making his North Channel cruise. In this area the cruising man will find everything; Mr. Wells does not, and indeed could not exaggerate the joys of cruising the North Channel. He seems to take you by the painter and tow you into Killarney, Snug Harbour, Manitowaning, Baie Finn, Little Current, Moiles Harbour and all the rest, including that haven, the Harbour Island Yacht Club. There are, however, a few thoughts that the fastidious reader may not appreciate; it is to be hoped that Mr. Wells' criticism will be read and taken to heart by those who are careless with shore fires, who deface the beauties of nature and who strew garbage on the water.

This book is a worthy addition to Mr. Wells' other cruising guides, *Cruising Georgian Bay*, and *Cruising the Trent-Severn Waterway*. There is a fascinating amount of history worked in between the sailing directions, the descriptions of the quiet bays, the lonely coves and the secluded anchorages. He tells us, "You can cruise it in any ship you can bring to it, canoe or kayak, houseboat or scow, outboard or power cruiser, or tall-masted sloop are all at home between Killarney and St. Joseph Isle." The North Channel is nearly four hundred miles from Chicago or Lake Ontario ports and about one thousand miles from New York, and to quote the author, "Here is perfection, a lake that is clear and clean, tall and magnificent islands, narrow waters for windy days, broad waters for quiet running, a host of good harbours, lovely gunkholes and perfect hideaways. Here are neither towns, or cottage settlements nor

(Continued on page XIII)

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(Continued from page XI)

mark nor stain of that brute called civilization. Here are green jack pines growing out of red rock, and white waterlilies out of blue water. Here is silence broken only by the crying of a gull, the jumping of fish or the distant laughing of a loon. Here is the North Channel as Gitchi Manitou made it, and here is a glory that passes all understanding."

The book is well illustrated with good photographs and aerial views of harbours.
J. W. TOWNSEND

* * *

Canoe Trails Through Quetico by Keith Denis

(University of Toronto Press, Toronto. 84 pp. \$3.50)

This book is a remarkable combination of early Canadian history and a practical guide to canoeists who might wish to explore this region. Quetico Provincial Park, about 1,750 square miles in area, is situated in The District of Rainy River, lying between the western boundary of the Thunder Bay District and the Quetico River. It is forty odd miles at its widest part, where it stretches from Pickerel Lake in the North to the border of The United States on Basswood Lake in the South. The trails described are fifteen in number. In character they range from "One for the novice" to the last, called the poachers' route — "This is seldom travelled and is for experienced adventurers". The map, inside the back cover, furnished by The Department of Lands and Forests, shows the infinite number of large and small lakes and rivers in this region. Thanks to the foresight of one man, the park was established in 1909 and will be left unspoiled by the usual ravages of what we call civilization. The advice to prospective canoeists is worth the price of the book alone. It starts with canoeing instructions dating from 1650, part of which I quote, "In brief, it is well to be cheerful, or at any rate to appear so. Every one at the portage should try to carry something, according to his strength, be it only a kettle. For example do not begin paddling if you are not prepared to continue paddling. Stick to your place in the canoe. Be assured that if once you are set down as a trouble maker and difficult person you will not easily get rid of such a reputation." Times have not changed! The reader is following a trail, as real to him as if he were there. The tales of the hardships and adventures of those early travellers keep the past alive. It is still a wild lonely country, and one which a true canoeist may enjoy to the full. Mr. Denis is vivid

in his descriptions. The reader fancies himself in his canoe, rounding a bend in the river, surprising a strange, wild creature or an unfamiliar bird, and the imagination is stimulated by the excellent drawings of Selwyn Dewdney.

J. A. TOWNSEND

* * *

The World of the Arctic

by Frances C. Smith

(Longmans, Green and Company, Toronto. 120 pp. \$3.50)

This is one of a series called *Portraits of the Nations*, the purpose of which, to quote the information on the jacket, is "to give young people compressed, authoritative and interesting profiles of the land, history, geography and life of our neighbour nations." This one is certainly compressed, dealing as it does with the whole top of the world in 125 pages; the topics touched on include history of exploration, regional description of the various arctic lands, accounts of the Eskimos and Laplanders (including some nice scraps of folk-lore), animal life, birds, scientific research and atomic submarines. The other two aims, authority and interest, are not quite so well achieved. I know nothing of the author, but I get the impression of a professional writer doing a conscientious and in many ways successful research job rather than an expert, and the result inevitably loses out not only in authority but to some extent in interest too. In spite of a number of inaccuracies however, there is a lot of good information in the book, and much that will interest young readers of all ages who want a general, and readable, introduction to the Arctic.

With such a large field to cover, the author has had to pick and choose and leave much out altogether. On the whole she has chosen well, though here and there the emphasis is rather unbalanced — far too much stress on Franklin, for instance, and no mention at all of Parry. Similarly, although Nansen gets his just due (and rather more space than Peary), Sverdrup gets not even one sentence. The most successful chapters, at least for me, are those dealing with the Eskimos and the Lapps. They are easy to read and interesting. However, although the Eskimo way of life is changing rapidly, it is surely jumping the gun to write of it entirely in the past tense. Many of the old ways still persist and in many parts the Eskimo economy is still based on hunting.

The book is illustrated by a suitably varied and well chosen selection of photographs, but very badly served by a totally inadequate and wildly inaccurate map.

MOIRA DUNBAR

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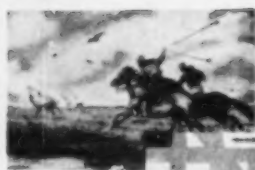
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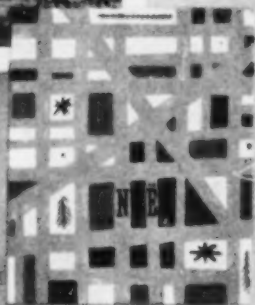


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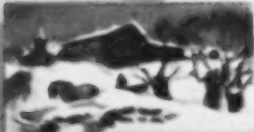


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